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The Daily Press.

HONGKONG, MARCH 30th, 1912.

A CONSULAR report by the American Consul-General in Hongkong (Mr. G. A. ANDERSON) has recently been published dealing with railways, existing and prospective, in Yunnan. Importers, he says, who expected a revolution in the trade of Yunnan and Kwangsi, as a result of the working of the railway from Haiphong to Yunnanfu, have come to the conclusion that, under present conditions, much of the expected expansion will prove impossible. There has been a considerable increase in some lines of trade into and from these provinces, but the increase has been due, to some extent at least, to generally improved conditions and mining and other internal development in the provinces, and in spite of drawbacks due to railway conditions.

The usual direct results of railway service have been minimised by interrupted service, troublesome customs and other charges, and particularly by high freight rates. In spite of the opening of the railway, goods are still imported into Yunnan, Kweichow, and West China through Burma, thence by pack to Tengyueh, and then to Batang, about 400 miles north, or to Talifu, and even to Yunnanfu, whence the goods are distributed all over that part of the country, as they have been since the beginning of the trade. These costly means and tedious routes are used in spite of what would seem to be the manifest advantages of the rail route to Yunnanfu or to intermediate points

and thence by the natural caravan routes to various points in the Province and West China. The expected change in the direction of these imports has so far not been realised, and present indications are that the railway transportation charges over the line to Yunnanfu will have to be modified before any change can be reasonably expected. These rates, Mr. ANDERSON explains, are upon five classes of freight, and are assessed upon bases of five zones between the sea-board at Haiphong and Yunnanfu. The rates are based upon considerations of comparative value and comparative bulk of goods as well as weight, and in general follow similar classifications in France. To the rates a surtax is added when exchange is below 2/- to the dollar, and Mr. ANDERSON gives the rates on various classes of goods from Haiphong to Yunnanfu, a distance of 481 miles, as ranging from about £4 12s. to over £12 per metric ton. To this rate the railway company adds a charge of about 6s. as a "customs" charge, which seems to be designed to cover the clerical expenses through the Indo-China and the Chinese customs. This charge has, however, no actual connection with the customs duties, and is independent of the duties levied either in China, where 70 per cent. of the usual Chinese customs duty is collected, or in Indo-China, where 20 per cent. of the full import duty on goods from abroad is collected as a transit tax on goods thus entering China. The freight rates are modified somewhat by rates for carload lots, but are increased for goods of a dangerous nature, considerable quantities of which are used in railway construction and mining enterprises. We see no mention in the published abstract of the report of the fact that the Yunnan railway has a reduced tariff in favour of goods of French or Indo-Chinese origin. The preference given amounts to about 10 per cent. in the case of manufactured goods. If ever a large freight traffic develops over the line, it can only be by a substantial reduction of present rates. We have seen the disappointingly small freight traffic on the line ascribed to "the deeply-rooted conservatism of the Chinese"; but the experience of railways, generally, in China has been that, given moderate rates, freight traffic develops very rapidly, no matter whether the lines traverse old trade routes or not. Most of the railways would make a much better showing in this respect were it not for the iniquitous likin charges which continue to be levied in spite of China's agreement ten years ago to entirely abolish likin stations. It is due to this cause, for instance, that only 10 per cent. of the total revenue of the Shanghai-Nanking line is derived from freight. In spite of the likin difficulty, however, the freight traffic is gradually increasing, and the value of the merchandise now transported by railways in China must run into many millions of taels. The prohibitive rates on the Yunnan line appear to be leading to interesting developments. We learn from the Consular report under notice that several American manufacturers of railway material have sent a representative to Mengtze and Yunnanfu and two important locomotive companies also have men on the spot in connection with the contract to construct the proposed line from Yunnanfu to Lanchowfu, on the Yangtze. The matter of railway freight from Haiphong to Yunnanfu is of such controlling importance, says the Consul-General, that the projectors of the line are seriously considering the construction of a line from Yunnanfu to Nanning in Kwangsi, as a means of avoiding these excessive charges, as well as opening up Yunnan and West China by the new route. This road would give communication by road and water with Hongkong and Canton. This enterprise, the Consul adds, is not exactly an alternative of the construction of what is known as the Szechuan railway, but it seems to be generally understood that the construction of the railway to Nanning will postpone the construction of the line from Yunnanfu to the Yangtze. The survey work of the line to Nanning is being rapidly completed and the immediate construction of either the Szechuan railway or the line to Nanning seems to depend entirely upon the early settlement of political disturbances in China generally.

The Toyo Kisen Kaisha steamer *Shingo Maru* made her first call at Manila last week. Sentence of three months' imprisonment was passed upon a Chinese yesterday at the Magistracy for having stolen a quantity of copper rivets from the Naval Yard. Two reinforced concrete "apartment houses" are being built by the Manila Improvement Company. These new apartments are to be an innovation in the way of buildings for Manila, each building having four distinct apartments, built much as in the United States. They are to be started immediately on the corner of Divisoria and Dakota Ermita.

We learn from the Colonial Secretary's Office that Hongkong has been declared an infected port by the Government of Bengal.

We are informed by the management that H.E. The Officer Administering the Government will attend the performance of "The Balkan Princess" by the Bandmann Opera Co. to-night.

A small fire took place at 22, Caine Road on Thursday night owing to the overturning of a kerosene lamp. Fortunately no damage beyond the destruction of three pieces of clothing was caused.

Local rice importers will be interested to hear that rumour credits the Burma Government with the intention of putting an export duty on rice, with a view to the expenditure of the resulting revenue on roads and other forms of communication. Strong opposition is being offered to taxing rice in this way.

The latest fashion in ladies' hats at Home is "The Coolie Hat," and a London paper which gives a picture of the hat says: "The Chinese Revolution is responsible for this latest type of feminine headgear." It bears little resemblance, however, to the hat worn by Chinese coolies, except in width of brim.

It seems not at all unlikely, says the *Rangoon Gazette*, that in another twenty years or so Rangoon will become just as much a Chinese town as Singapore now is. Already there are great numbers of Chinese clerks in responsible positions, and mercantile houses are steadily employing more and more of them, and they take an interest in town affairs which suggests that before very many years they may dominate the situation as much as they do in Penang or Singapore.

MR. CLEMENTI HONOURED.

Among our telegrams to-day is one announcing that the Royal Geographical Society has bestowed one of its grants upon Mr. Cecil Clementi, of Hongkong. We presume that this is in recognition of the valuable services rendered to geography by Mr. Clementi on the occasion of his journey in 1907-8 from Kashgar to Kowloon, a distance of approximately 3,991.5 miles, accomplished with no European companion nor any native surveyor. He covered the distance in 198 stages. Mr. Clementi published last year a summary of his geographical observations, occupying 112 foolscap folio pages of print, and in an explanatory note said it was his practice to take observations for latitude and for time every evening at sunset. If, however, the sky was overcast at that hour, the native servants he happened to have with him sat up by turns throughout the night with orders to call him directly any stars were visible. He calculated the latitude of 141 places, the longitude of 139 places, and the height above sea level of 185 places. So far as he was aware, only eleven of these localities had previously been determined in latitude, seven in longitude and 68 in height above sea level. Mr. Clementi is a member of the Royal Astronomical Society as well as of the Royal Geographical Society.

THE LATE MR. E. S. LINDSEY.

The cremated remains of Mr. Lindsey, formerly chief resident engineer of the British Section of the Kowloon-Canton Railway, were interred at Tiverton Cemetery on 24th ult., having remained for two days in Blundell's School Chapel. Canon Roxby officiated. In addition to several of Mr. Lindsey's relatives there were present the Headmaster of Blundell's (Mr. A. L. Francis), Mrs. Francis, and Mr. G. H. Norman.

BRITISH NORTH BORNEO.

LEGISLATIVE COUNCIL INAUGURATED.

His Excellency the Governor of the Straits Settlements received a telegram from Sir West Ridgeway, dated 21st, in which he says: "I yesterday inaugurated a Legislative Council. It was a very impressive ceremony, and Europeans, natives and Chinese were extremely gratified. The Council consists of six Official Members and four Unofficial Members, including representatives from the East and West Coasts, planters, the general community and the Chinese."

NEW BATTLE CRUISER.

The order for the new battle cruiser has been given by the Admiralty to Messrs. John Brown & Co., Sheffield. A considerable portion of the work, especially connected with the supply of turbine machinery, will be carried out at the Atlas Works in Sheffield. The ship will be the biggest and most powerful warship afloat. She will be an improvement on the *Queen Mary*, and will include the latest advance in turbine machinery.

EASTERN SHIPPING AND THE COAL SHORTAGE.

We take the following from the *Straits Times* of the 29th inst.:—The N.Y.K. mail steamer *Aki Maru* bound for London was due to sail at 4 p.m. yesterday, but in consequence of cable advice from Colombo that no coal would be available for her there she went to the East Wharf and bunkered a sufficient quantity to take her through to Port Said. She left for home at 8 a.m. to-day.

TELEGRAMS TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE COAL STRIKE.

LONDON, March 29th. The leaders of the Labour Party have issued an appeal to the strikers to refrain from disorder where men are resuming work. Otherwise they will alienate public sympathy and strengthen the opposing interests.

The reports from the districts indicate that the men will vote for an early resumption of work. Four thousand troops are in readiness at Aldershot to leave at a moment's notice. Trains are in waiting in the sidings, and 10,000 troops can rapidly be placed in the coalfields.

ANOTHER SPEECH BY THE PREMIER. Mr. Asquith, in an address in the House of Commons, dwelt on the wisdom of Parliament in not fettering the discretion of the joint boards by imposing on them specific figures. He emphasised that the refusal to insert figures must be taken to express an opinion of Parliament that the figures put forward were unreasonable, and pointed out that the movement, as far as a large majority of the miners was concerned, was a disinterested one, but the interests of the community were becoming daily increasingly strong, and the country had shown an unexpected wealth of resource in meeting an unexampled crisis.

LEADERS ADVISE RESUMPTION. The miners' leaders are now in their districts impressing the importance of the concessions gained, and advising the men to return to work, and that bare majority in the ballot is sufficient to end the struggle.

RIOTING IN STAFFORDSHIRE. Attempts to send down a few men to Moxborough, Great Wyrley, and Walsall yesterday resulted in some rioting and stoning of the police. The miners at Chirk and Littleton were working quietly yesterday in the presence of troops.

A MILLION IN STRIKE PAY. The miners' unions have disbursed £1,043,250 in strike pay. The balance remaining is nominally £950,000, mostly belonging to Durham, Yorkshire, Derbyshire and Nottingham. The funds in North Wales, Warwickshire, Cumberland, Somerset and Bristol are exhausted, and the funds of other unions are vanishing. Numbers of collieries were opened yesterday, and a few men offered to resume. Contrary to expectation 10,000 Warwickshire miners did not resume.

HELP FROM AUSTRALIA. A Sydney telegram states that Premier McGowan has telegraphed, authorising the Agent-General in London to spend £1,000 to provide 50,000 meals for sufferers from the coal strike.

THE MINERS' MINIMUM WAGE BILL.

LONDON, March 29th. The House of Lords has passed the remaining stages of the Coal Bill.

NEW ZEALAND TRADES UNION FINED.

LONDON, March 29th. A telegram from Wellington states that the Tramwaymen's Union has been fined £100 for a breach of the Arbitration Act, in instigating the recent strike.

WOMAN SUFFRAGE.

CONCILIATION BILL REJECTED.

LONDON, March 29th. A piquant scene was witnessed in the House of Commons in the discussion on the Women's Franchise Bill called the Conciliation Bill, Mr. Asquith as an individual opposing it, and Sir Edward Grey replying to the Premier's arguments with equal vigour.

The Conciliation Bill was rejected by 222 votes to 208. This result was a surprise and was received with tremendous enthusiasm, the House of Commons having passed the second reading of similar Bills by large majorities. The minority included Mr. Lloyd George, Mr. Birrell, Sir Edward Grey, Messrs. John Burns, Runciman, Balfour, Bonar Law, Lytton, Wyndham, and the Labourites. The majority included Messrs. Asquith, Harcourt, Hobhouse, McKenna, Churchill, Samuel, Austen Chamberlain, F. E. Smith, and the Nationalist party. The action of the Nationalists was due to a desire to save the Government a week of Parliamentary time.

SUFFRAGISTS RELEASED ON BAIL.

LONDON, March 29th. The militant suffragists who made a demonstration at the Albert Hall on the 5th inst., including the Potlatch Lawrences, were released yesterday on a £7,000 bail. A message was read from Miss Christabel Pankhurst, written by her on the 10th inst., in which she defied the Government.

FRANCO-SPANISH NEGOTIATIONS.

LONDON, March 29th. The Franco-Spanish negotiations in Morocco show no progress whatever.

[THROUGH REUTER'S AGENCY.]

LOANS TO CHINA.

LONDON, March 29th. The *Times* correspondent in St. Petersburg states that Russia favours the Belgian loan, but objects to the Four Nations loan to China, on the ground that financial aid to the young Republic must not involve an increase in the military burdens of the Powers whose dominions are continuous with China. It is held in St. Petersburg that whatever syndicate may conclude the loan, those Powers must have a controlling if not an exclusive voice in the transaction, which might easily be obtainable by a joint agreement.

The arguments will be communicated to London and Paris after the conclusion of the present exchange of views.

GEOGRAPHICAL SOCIETY'S AWARDS.

LONDON, March 29th. The Royal Geographical Society has awarded the Founders' medal to Mr. Charles Montagu Doughty, a well-known author on travel; the Patrons' medal to Mr. Douglas Carruthers, a traveller in Mongolia, Turkestan and Kwenenori; the Victoria Research medal to Mr. George Darwin; the Marchison Bequest to Capt. Macfie, Uganda Topographical Survey; the Gill Memorial to Captain Bailey, for his travels in Brahmaputra and on the Yangtze; the Backe Bequest to Sir William Wallace, Administrator of Rhodesia, and the Cuthbert Peak Grant to Mr. Cecil Clementi, of Hongkong.

ITALY AND TURKEY.

LONDON, March 29th. Reuter's correspondent at St. Petersburg states that telegrams from Russian sources in Rome foreshadow immediate action by the Italian fleet on the European and Asiatic shores of Turkey.

ENGLISH RACING.

RESULT OF LIVERPOOL CUP.

LONDON, March 29th. The result of the Liverpool Cup is as follows:—

Subterranean (Huxley) 1
Protestant Boy (Foy) 2
Adam Bede (Stokes) 3
Nineteen ran, and the winner won by one and a half lengths, with one length separating second and third.
Betting: 11 to 2 against Subterranean, 100 to 1 against Protestant Boy and Adam Bede.

THE GRAND NATIONAL STEEPLECHASE.

The following are the probable starters in the Grand National—Jerry M., Pigott; Rathnally, Chadwick; Jenkinson, Payne; Rory O'More, Mason; Caubeen, Newey; Bloodstone, F. Lyall; Mount Prospect's Fortune, Kelly; Glenside, Usher; Carsey, Drake; Ballyhackle, I. Morgan; Kilkeel, Tudgill; Feltar's Pride, G. Lyall; Sir Halbert, Smith; Regent, T. Morgan; Bridge IV., Poole; Covertcoat, Walsh; Axle Pin, Anthony; Whitleys II., Farrell; Great Cross, Lavin; Precursor II., A. Aylin; Foolhardy, Owner; Gold Seal II., Finn; Glenfinde, Foran; Sans Peur, Kay.

The betting is: 3 to 1 against Rathnally offered after 100 to 30 taken, 5 to 1 Jerry M., 10 to 1 Rory O'More, 100 to 1 Caubeen, 100 to 1 Carsey, 100 to 1 Jenkinson, and 100 to 1 Covertcoat.

U.S. WOOL DUTIES.

LONDON, March 29th. A telegram from Washington states that the Democrats have reintroduced the Wool Revision Bill, vetoed by Mr. Taft in 1911. This makes legislation on the wool duties impossible before the elections.

WALFISCH BAY RUMOUR.

LONDON, March 29th. During question time in the House of Commons, Sir Edward Grey said he was unaware of any grounds for contemplating the cession of Walfisch Bay.

MANN FURTHER REMANDED.

LONDON, March 29th. Tom Mann has been further remanded. Bail was allowed on the Magistrate obtaining a written statement that Mann would not repeat his statements inciting the soldiers to mutiny.

ANGLO-RUSSIAN LOANS TO PERSIA.

LONDON, March 29th. Reuter's correspondent at Teheran states that in view of the satisfactory nature of the reply of Persia to the Anglo-Russian Note, Great Britain and Russia have each advanced £100,000 to Persia.

THE WESTRALIAN TYPHOON.

LONDON, March 29th. A Perth message states that the steamer *Koonah* has not been heard of. She carried 48 passengers and a crew of 77.

NEW ZEALAND PREMIERSHIP.

LONDON, March 29th. A Wellington message states that Sir Joseph Ward has resigned and that Mr. Mackenzie has assumed the Premiership.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 29th. Since the disbanding of the unnecessary soldiers began, crowds of them have been finding their way over to Honan and robberies there are proving the result. Yesterday morning a house was completely looted in broad daylight in a fairly busy street quite near the river by armed robbers, so that though they have been disarmed these men have been in many cases able to procure arms of one kind or another and are bent on making themselves a general nuisance. Some time ago there were crowds of soldiers pandering the streets and the place looked almost like a huge barracks, but now there are very few about, and in the absence of a sufficient number of guards the robbers and pirates, natives and importations are making themselves quite at home.

NEW NOTES AND COINS. The new notes of the Republican Government for the province of Kwang Tung are now in issue and also the new 20 cent pieces which were mentioned in these columns a few days ago. The deadlock between the butchers and pig dealers over the acceptance of notes is no nearer solution and as a result many dealers' shops are closed yesterday and to-day in consequence.

SHAMEN. Although the European troops have now left the concession the barbed wire entanglements, epaulments and other fortifications are still there, and the Indian troops have taken up the points where the different sentries and pickets of the Yorkshires were before posted.

CRICKET.

C.C.C. v. H.K.C.C.

This match will be played this afternoon on the H.K.C.C. ground at 2 p.m. The following will represent the C.C.C.:—H. H. Taylor, R. A. Carvalho, G. A. Hancock, L. A. Rose, J. V. Bragg, E. L. Bragg, W. H. Vivesh, R. Pestonji, J. D. Noria, C. Johnstone, and R. Basa.

HONGKONG CRICKET LEAGUE.

The following is the League table up to date:—

Club	P.	W.	L.	D.	PTS.
1. Craigswater	14	9	2	3	30
2. Civil Service	14	8	6	0	24
3. B. G.	12	5	2	5	20
4. Kowloon	14	6	3	5	23
5. H. K. Police	11	4	7	0	12
6. B. E.	11	3	6	2	11
7. K.O.Y.L.	10	2	5	3	9
8. Naval Yard	12	3	9	0	9

N. B.—A win = 3 points.
A draw = 1 point.

SOLDIERS' CLUB BILLIARD TOURNAMENT.

The concluding games of the round between the R. A. Staff and the Hongkong Volunteers in the Soldiers' Club Billiard Tournament were played on Thursday evening, two very interesting and even games being witnessed by a good number of spectators. The Volunteers qualified for the next round by beating the R. A. Staff by 278 points. Captain Lammett and Master Gunner Fuller were the first pair, and the latter won the game by 34 points, making breaks of 10, 13, 17 (twice) and 12. Captain Lammett making 17, 11, 14 and 13. The second game was between Regimental Sergeant-Major Cutler, R.A., and Corpl. Bullock, H.K. Volunteers. It was seen from the commencement that both were cueists of no mean ability, each putting up a first class game. Sgt.-Major Cutler won by 29, his highest breaks being 14, 30, 23, 17 (twice) and 20, his opponent compiling 13, 15, 28, 11 and 12. Full scores:—

Master Gunner Muir	250
Pte. Hamilton	203
Mr. Barlow	250
Major Kirke	138
Mr. Sgt. Rodgers	250
C. S. M. (I.G.) Gillman	124
Pte. Bishop	250
Captain Brerley	211
Master Gunner Brown	250
Pte. Phillips	235
Mr. McLeannan	250
Captain Guthrie	136
Master Gunner Fuller	250
Captain Lammett	216
R. S. M. Cutler	250
Corpl. Bullock	221

TIBET.

A telegram from Kalimpong dated March 29th says:—The Chinese secretary to the amban at Lhasa left here to-day for Calcutta after waiting without success for an interview with the Dalai Lama. Reports have reached here that two thousand fresh Chinese troops have arrived in Lhasa and that some Chinese officials are on their way here to try and obtain an interview with the Dalai Lama. The Tibetan Prime Minister, who is now in Calcutta, is expected back here shortly. There is considerable anxiety and speculation among Tibetan officials here as to the result of his visit to Calcutta. It is difficult for them to appreciate the neutral position taken by the British officials with whom they have to deal.

SUPREME COURT

Friday, March 29th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(PUNISH JUDGE).

DENTIST AND SOLDIER.

His Lordship delivered judgment in the case in which Dr. Kow Bros. claimed \$38 from Sergeant Wreford, for dental services rendered. Mr. Goldring appeared for the plaintiffs and defendant appeared in person. In giving judgment, his Lordship said:—

This is a claim against a Sergeant in the Royal Engineers for a debt due in respect of dental services rendered to him by the plaintiffs who are dental surgeons. The question is whether defendant actually agreed to pay to the plaintiffs the amount, be it what it might, by which their account to him should be in excess of the sum allowed by the War Office. On inquiring into the facts I have come to the conclusion after some slight hesitation that the money claimed is actually due on a contract between the defendant and the plaintiffs. But the question then arises whether this amount can be recovered, having regard to the provisions of section 144 of the Army Act with respect to debts under £20. The defendant has formally claimed the protection of the section. The matter is not free from difficulty. First of all comes the question whether this section of the Act is in force in the Colony of Hongkong. The defendant is of course a person subject to military law and therefore by virtue of section 2 (2) the Army Act applies generally to him. Again he is a soldier of the regular forces and therefore comes within the special provisions of section 144. But this is not enough, for there is a further question—whether the section is also binding on the plaintiffs, who are civilians. In the United Kingdom the Act of course has a general force and effect and the section binds anyone who has dealings with a soldier. In a Colony the matter is not so simple, for it is frequently not easy to decide whether an Act or part of an Act is meant to apply to the King's subjects abroad. There is in the Statute no such express extension of its provisions to the British Colonies as is found, e.g., in the Merchant Shipping Act—nor does there appear any such clear intention that the Act shall have a general force outside the United Kingdom as can be found in, e.g., the Regimental Debts Act. The rule of course is, that Parliament, while possessing undoubted authority to legislate for any part of the Dominions of the Crown, will not, however, be presumed by the Court to have intended to enact a law to take effect outside the United Kingdom unless such intention is clearly to be gathered from the enactment itself. If the section is really in force here it will of course apply to persons not soldiers and not even subject to military law—that is, to any person who may chance to give credit to a soldier of the regular forces, and the effect will be to deprive that person of his remedy in the usual course of law. This does not of course mean that he is without remedy—only that he must avail himself of the limited one provided by the Act—and that he must follow the procedure there given. Shortly stated the effect of the section is that a soldier of the regular forces cannot be taken out of his Majesty's service by any process of any court of law or be compelled to appear in person before any court on account of any claim for a civil debt where the amount of the claim does not exceed £20, but there is a provision that a person having a cause of action may, notwithstanding anything in the section, after due notice in writing, proceed to judgment. He can then have execution other than judgment, other than against the person, pay, annuities, equipment, regimental necessities, or clothing of such soldier. So that in effect the section binds a creditor in two ways, first of all he must give a proper notice—and then after judgment his remedy by execution is limited as provided by the Act. There is perhaps no particular hardship involved in the requirements that notice must be given. The notice should, I suppose, be to the effect that the soldier is not bound to appear in person and that if judgment goes against him the creditor has only limited power of execution. It was considered in early times to be entirely in accordance with public policy for a variety of reasons that neither the person, pay, or military appointments of a soldier should be liable to be taken in execution for petty debts.

A learned author writes on the subject as follows:—

"The arrest of the soldier for debt involved different considerations. In the first place, where conscripts had been impressed, or felons (that is, punishment of death), or involuntaries (that is, punishment of imprisonment), had entered the Army, it was important to society to keep them there. On the other hand, men, then as now, might enlist into the service

with no other object in time of peace than to escape the legal consequences of pecuniary embarrassment, and the enlistment, with unlimited furlough, might be fraudulently urged against the honest claims of creditors. The action of Parliament was directed to these ends, to prevent the soldier first from being trusted, by ordering his officer to cry down his financial credit in each town which the regiment entered, and afterwards from being taken out of the Army, by those who had wrongfully trusted him, to the injury of the public service. Thus the 3rd Act of George 1st, 1715, declared that no "volunteers" should be taken out of the Army by any process other than for criminal matters, and the Act of 1717 authorized any Justice to discharge such prisoners from arrest without the payment of any fee. As applied to volunteers only, society was safe from the release of convicts or of imprisoned debtors, but it placed every soldier out of the reach of the law in regard to making any pecuniary compensation for torts committed or for any other legal obligations contracted by him. The Lords made this grievance a subject of "protest," and Parliament endeavored to meet the difficulty in both aspects, first by enabling just debts to be recovered, and then by preventing the soldier from being withdrawn from the Army by an arrest fraudulently arranged with a conniving creditor. The Act of 1717 accordingly provided that the debt or damages should amount to £10 at the least, and be proved on oath.—*The Administration of Justice under Military Martial Law*, page 56.

It is often very difficult to decide a question of the construction of an Act in the absence of authority, and without hearing the point argued. I have not found it easy to make up my mind, but on the whole I am inclined to find, having regard to the scope and policy of the Act, that this section was intended to apply in the Colonies. The section itself is stated, to be binding on the soldier. If it binds the soldier, then, to be effective, it must bind those who choose to deal with him. I may of course be wrong in my view, and it is of course possible that should a similar case again arise, I may find it necessary on hearing argument, and on a fuller consideration, to change my opinion. For the present I will only say that, to the best of my judgment, the section is in force in this Colony. The plaintiff has not, I think, given the notice required by the provision, and he cannot therefore, have judgment. I do not, however, think the writ is bad. If his solicitor desires it, I am willing to adjourn the hearing. If in the meantime the defendant is duly served, the plaintiff is at liberty to come here and prove his case, and get his judgment for what it may be worth.

Mr. Goldring asked that the case be adjourned *sine die*. It was really in the nature of a test case.

His Lordship said the plaintiff must give notice to the defendant under the provisions of the Act. He informed defendant that even if he received due notice in writing he need not attend the Court unless he chose.

The case was adjourned *sine die*.

A QUESTION OF LIABILITIES.

Mr. Gompertz delivered judgment in the case in which Mr. Harold West, Tai-po, claimed the sum of \$100 from the management of the Kowloon-Canton Railway, being the value of a pony alleged to have been destroyed by the negligence of the defendants or their servants. Mr. P. W. Goldring was for the plaintiff, and Mr. P. M. Hodgson, Assistant Crown Solicitor, defended.

His Lordship said—The plaintiff, who is a survey officer of the Public Works Department, was the owner of two ponies which from April, 1911, he was in the habit of turning out to graze on a piece of unoccupied Crown land adjoining his quarters in a Government bungalow at Tai-po. It appears that a predecessor of the plaintiff grazed his pony on the same land since 1905 and cattle belonging to local Chinese also pastured there from time to time. The plaintiff had never asked or claimed permission to use this pasture and he paid nothing in respect of it. His ponies were put on the ground unsecured and unattended. There is no statutory obligation on the Railway to fence, and in fact only some 15 per cent. or less of the line is protected by fencing. There is a fence on the north-west side of the line where it adjoins the grass land, and this fence has a gate in it, made formerly for the convenience of the occupant of one of the Railway bungalows. The gate is now used by the inhabitants of Tai-po Shan village as a short cut to the railway station. Apparently on December 28th, the pony jumped through this gate as the train was passing and galloped along the line inside the fence until it reached a bridge over the river. There the fencing ended and the pony fell down a steep bank and was killed. The plaintiff stated that a gate was usually left open, that is to say, after the date of the accident. Before that date he had not noticed whether it was kept open or not.

The case for the plaintiff rests, I think, on the allegation that there was a duty on the defendants (1) to keep the gate closed, and (2), to continue the fencing by a return fence at the bridge, which

would have prevented his pony from falling over, and that having failed in this duty they are liable to him for their negligence. I am of opinion that both these contentions fail. In the first place, the plaintiff has failed to show that he has any right "to graze his pony on" this land. He had, I think, no more right than a mere trespasser, but even if I can call him a licensee that gives him no right as against the Company. There is nothing to show that the Company have control of this land or that the management could prevent animals from straying there if they so desired. I should think that as unoccupied Crown land this pasture would be under the control of the Public Works Department. Again, it appears that the gate has been as a rule open since at any rate December 28th. It seems very probable that it was open before that date. At any rate there is no evidence that it was even closed or that any representation to that effect was ever made to the plaintiff. Furthermore, there are, it appears, unfenced portions of the line accessible to any animal straying on the grazing ground. If the plaintiff made no investigation of the locality but left his ponies to wander on land from which at any time, either through an open gate, or by reaching the line where it was unfenced they could get into trouble, I think he cannot lay the responsibility of this action upon the Company. It seems that quite recently another pony of the plaintiff's had somehow strayed on to the line and had varied the monotony of life at Tai-po Shan by cantering along the platform. (Laughter.) My judgment must be for the defendant with costs.

"THE MOUSME."

AN EXCELLENT PRODUCTION AT THE THEATRE.

The Bandmann Opera Company, who have arrived here with a brilliant repertoire which includes several productions new to Hongkong, opened their season in Hongkong last night with "The Mousme," a beautiful play which has aroused no little interest by reason of the success which it has achieved in London. This success might have been attributed by the cynical to the glamour which the Orient has of recent years thrown over the people at home who have seen nothing but the picturesque aspect of life in Japan and in China and who have been entranced by its glowing colours, but those who witnessed the production last night must concede that the comedy had intrinsic merits which fully explained its popularity.

"The Mousme" is a composite comedy written by Thompson and Courtneidge, the lyrics being by Arthur Wimperis and Percy Greenbank, and the music by Lionel Monckton and Howard Talbot, and as Mr. Thompson spent some little time in Japan a year or so ago it may be taken for granted that he has not been led into the popular stage delusions regarding the geisha and Japanese in general. But what gives the comedy its particular grip is that it possesses more of a plot than the ordinary musical comedy, and the story is one which has a decided dramatic flavour. It concerns the love affairs of O Hana San, a young girl who is a singer in the Temple at the Shrine of Tsumara. Her lover is Captain Fujiwara. He is threatened with ruin at the hands of a brother officer who has unscrupulously foisted a gambling debt upon his rival, but O Hana San learning of his evil machinations frustrates them with the assistance of Suki, the fortune-teller, and redeems the debt, without her lover's knowledge, by selling herself to the leader of a geisha-troupe. She sends the receipt anonymously to Fujiwara, and after an exquisite parting scene with her lover she takes her place in a tea-house as a geisha. A dramatic turn is given to events by the return of Fujiwara from the Russian war. Believing certain lying stories circulated about the girl by his rival, he turns from her in scorn. Happily all ends well through the agency of the General's daughter, whose enlightened ideas regarding marriage smooth out the differences which had separated the lovers. The story is distinctly Japanese, but it is one which is understood by all. The language of love may be taken as universal, and the tender scenes may be described as typically Japanese and typically Western. *Affaires de cœur* seem to run pretty much the same in the East as in the West.

The success of the comedy is assured by the capable artistes who take the principal parts. Miss Marjorie Tempest makes a charming O Hana San, and has a good partner in Mr. Farmer as Captain Fujiwara, the ardent lover, while Mr. E. Granby is very effective in the rôle of Yamaki, the unscrupulous brother officer. Miss Frampton is well suited as Miyo Ko San, the General's daughter, and Mr. Bobby Roberts and Mrs. Alfred Frith are responsible for not a little comedy in their respective parts.

The music was very tuneful and encores were frequent, and the scenery was picturesque and very effective.

HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated March 29th state:—

The market during the past week has ruled firm for all local investment stocks, the outstanding feature being the sharp advance in Indo-Chinas, for which a good demand still obtains for both home and local account. "Rubbers" have not fluctuated to any material extent during the interval, and close steady. Discount rates are quoted at 3½ per cent. (Bank of England) and 3 per cent. (open market rate) with Bar Silver at 28 13/16d., and Sterling T.T. at 1/11½. The T.T. rate on Shanghai has advanced to 72½.

BANKS.—Hongkong and Shanghai are slightly firmer at \$55½ with sales and probable sellers. The London rate is unchanged at £83.

MARINE INSURANCES.—Unions have been booked at \$800, and Cantons at the improved rate of \$260, both closing with buyers. North Chinas, Yangtses, and China Traders are unchanged, and without local business.

FIRE INSURANCES.—Hongkongs have been booked at \$330, closing with sellers at \$332. Chinas after sales at \$125 have improved to a buying rate of \$123.

SAVING.—Hongkong, Canton and Macao are firm at \$36 buyers, and no shares obtainable under an advance. Indo-Chinas after sales at \$83, \$84 and \$85, have further advanced to a buying rate of \$74, at which the market closes strong. China and Manilas are in request at \$11½. Star Ferries at \$20 and \$18 for the old and new respectively, and Shell Transports at 95/- ex rights.

REFINERIES.—China Sugars have not moved to any material extent, and close steady with buyers at \$103, ex the dividend of \$5 per share for 1911 paid on the 25th inst. Luzons have receded to a buying quotation of \$80.

MINING.—Tronohs have local buyers at 73/8, but otherwise there is apparently little life in the market under this head. Raubs close with sellers at \$4½, Heawoods at 5/3, and Chinese Engineerings at 37/-.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been booked at \$44 and close with buyers. Kowloon Wharves have been done at \$56 and \$57, and New Amoy Docks at \$64. Shanghai Docks are quoted at Tls. 55, and Shanghai and Hongkew Wharves at Tls. 57, both nominal.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue in request at \$100, with sales reported at \$100½ and \$101. Kowloon Lands are in request at \$34, and Humphreys Estates at \$6½. West Points have been booked at \$53 and \$54 and Hongkong Hotels at \$106 and \$57 for the old and new issues respectively.

COTTON MILLS.—Hongkongs have been booked at \$5.

MISCELLANEOUS.—China Providents have been in steady request at \$7½ and close firm. Sales are reported of Dairy Farms at \$21, Cents at \$4.40 to \$4.60, Electric at \$22, and Watsons at \$5½. Langkats quoted this morning at Tls. 76 have since weakened to a selling quotation of Tls. 73.

LONDON QUOTATIONS.—The following London quotations (middle price) were received by wire to-day:—

United Serdangs	111/3
Batu Tigas	77/6
Sapongs	25/-
Ledburys	80/-
London Asiatics	11/-
Linggis	37/3
E. & L. Trusts	2/6 premium.
Rubber Trusts	13/6 premium.
Tronchs	73/9
Hongkong Electric Trams	3/7
Shell Transports	56/-
Chinese Engineerings	36/3
Para Rubber	51/4 sellers.

BRITISH NAVAL GUNNERY.

It is significant, says the *Naval & Military Record*, that the Admiralty in issuing the gunnery results for 1911 expresses no opinion as to the character of the firing. In many respects the return of the Test of Gunlayers with Heavy Guns is disappointing, owing to the position which is occupied by the new ships in the First Division of the Home fleet and the First Cruiser squadron. The East Indies squadron, owing to the high standard of efficiency attained by the *Highflyer*, the only vessel in the command which completed, stands at the head of the British fleet, although the *Highflyer* did not as a matter of fact do as well as the *Minotaur* on the China station. The China command, of which six ships fired, really holds first place, with the Atlantic a bad third, and closely followed for the fourth place by the Mediterranean command. Next in order come the Second and Third Division of the Home fleet, and the seventh and eighth places are taken respectively by the Australia squadron and the Fourth Cruiser squadron, and then, almost at the tail of the Return, comes the First Division of the Home fleet containing the ships with the most modern guns and the best equipment. The relative position taken by this section of the Home fleet is most disappointing, and it may be anticipated that the Admiralty will make a thorough investigation in order to ascertain the cause of this falling off. It is true that all the ships of this division, except the *Collingwood*, *St. Vincent*, and *Vanguard*, fired for the first time, but curiously enough among the armoured ships of this section of the Home fleet it is the *Superb* and *Neptune* firing for the first time which did best, and materially assisted in lifting the general average.

O.S.K. STEAMER STRANDED.

100 PASSENGERS IN AWKWARD FLIGHT.

The O.S.K. steamer *Chikugogawa Maru*, which left Chemulpo at 3 p.m. on the 17th instant, ran into a gale when about five miles off Kusan, and got stranded. The steamer listed about 40 degrees, and fearing that she would capsize the passengers—100 in number—landed on the rocks near by. Assistance was sent from Kusan, but owing to the high seas the boats sent to the rescue of the passengers were unable to approach.

WAR CRISES AND THE BANK OF ENGLAND.

IS THE GOLD RESERVE SUFFICIENT?

Could England meet the financial strain of a first-class war upon the banking system?—That is the question discussed in a most important article in the *Round Table*.

London alone among the financial centres, it is pointed out, has undertaken the task of meeting every legitimate demand in gold at all times and to any amount. And yet, paradoxically enough, her reserve of the precious metal compares unfavourably with that held in several other capitals. The Bank of France holds gold to the amount of £128,000,000; the Bank of Russia, £125,000,000; the Reichsbank, £55,000,000; while the Bank of England, with worldwide liabilities, has only £35,000,000.

The only gold reserve in Great Britain is the sum of £35,000,000 or so lying in bullion or coin in the vaults of the Bank of England, together with the stock of metal held by other banks—in all, perhaps, £70,000,000. And in previous intemperate panics in England the Bank's reserve has been reduced almost to nothing in a few hours.

Since 1895 the world's gold has increased by £1,000,000,000. A great portion of this huge sum has passed through London, because London is a free market. Gold comes there freely, because it can be freely taken away again. But we have retained little. Since 1895, while the United States have absorbed about £200,000,000 and Russia and other countries very large amounts, London, the great gold mart of the world, has retained only about £20,000,000 or £30,000,000.

London is the bank of the world and the world's clearing-house. Bills on London are the usual means of settling all forms of indebtedness between this country and the outside world, and are largely used by other countries also to settle debts as between one another. The Clearing-House authorities have estimated roughly that the amount of foreign and Colonial bills paid in London in 1910 was £1,200,000,000. London lends her credit to foreigners to the tune of hundreds of millions at a time, and in such a way that vast sums may be called from it without notice, whereas it will not receive the "cover" due for these sums until two or three months later.

LIABLE TO A RUN.

The danger, therefore, of London's position is that foreign countries are always in a position to withdraw large sums from the London market, and to withdraw them in gold.

The important question is whether our supply of gold is sufficient to meet these obligations in such a crisis as a war with Germany. Supposing that Germany declared war,

A crisis in the money market would be at once precipitated. Everybody would be seeking to place themselves in a position to meet their engagements. Money would dry up, and the Bank rate would be forced to a high figure. At the same time, there would be a tremendous fall in value of all securities on the Stock Exchange, so great a fall that the Stock Exchange might even have to be closed. Banks would have to "carry" their customers who had borrowed against securities, and would find a large part of their assets unrealisable. The discount market—i.e., the bill market—would be no better off. Business would be at a standstill, paralysed by suspicion. The value of a bill depends on the soundness of the "names" on it, and there would be no firm which might not be unsound in such a time. Our foreign clients, too, might in many cases have great difficulty in remitting us "cover" for the bills falling due accepted on their account.

THE DANGEROUS PERIOD.

Given time, says the writer, we could pay our debts, but the question is whether we should be given time.

There is little doubt that in order to prevent internal demands from exhausting the Bank's resources the Bank Act would have to be suspended and a free issue of bank-notes legalised. But bank-notes are no good as an international currency, and everything, therefore, would depend on the action of our foreign clients as a whole. If they took fright and demanded immediate payment in gold, London might have to put up her shutters as a free gold market, simply through lack of time to save herself by the realisation of some of her immense assets abroad.

"The most dangerous period, therefore, will be the few days or weeks after the declaration of war, or, if it was quite clear war was inevitable, the few days before that declaration, when our enemies might attempt to withdraw as much money as possible. What happens will depend upon the coolness of our own people, and the view which foreigners take of our strength. If we are defeated a financial collapse can hardly be averted. So long as we are reasonably secure against defeat we ought with luck to be able to pull through, shaken no doubt, but not permanently damaged.

"The British fleet," adds the writer, "is the best protector of London's gold reserve."

THE UNITED STATES NAVY.

FOURTH OR FIFTH PLACE?

Mr. Meyer, Secretary for the Navy, appeared before the House Committee for Naval Affairs recently, and urged the continuance of the battleship programme of two new battleships a year. He said that at that rate by 1916 the United States would be only the fourth naval power in the world, while only one new battleship a year would mean a fall to fifth place, with Japan holding third. Mr. Meyer also asked for an appropriation of one million dollars for the establishment of a wireless telegraph system throughout the world that would enable American battleships everywhere to keep in constant communication with each other.

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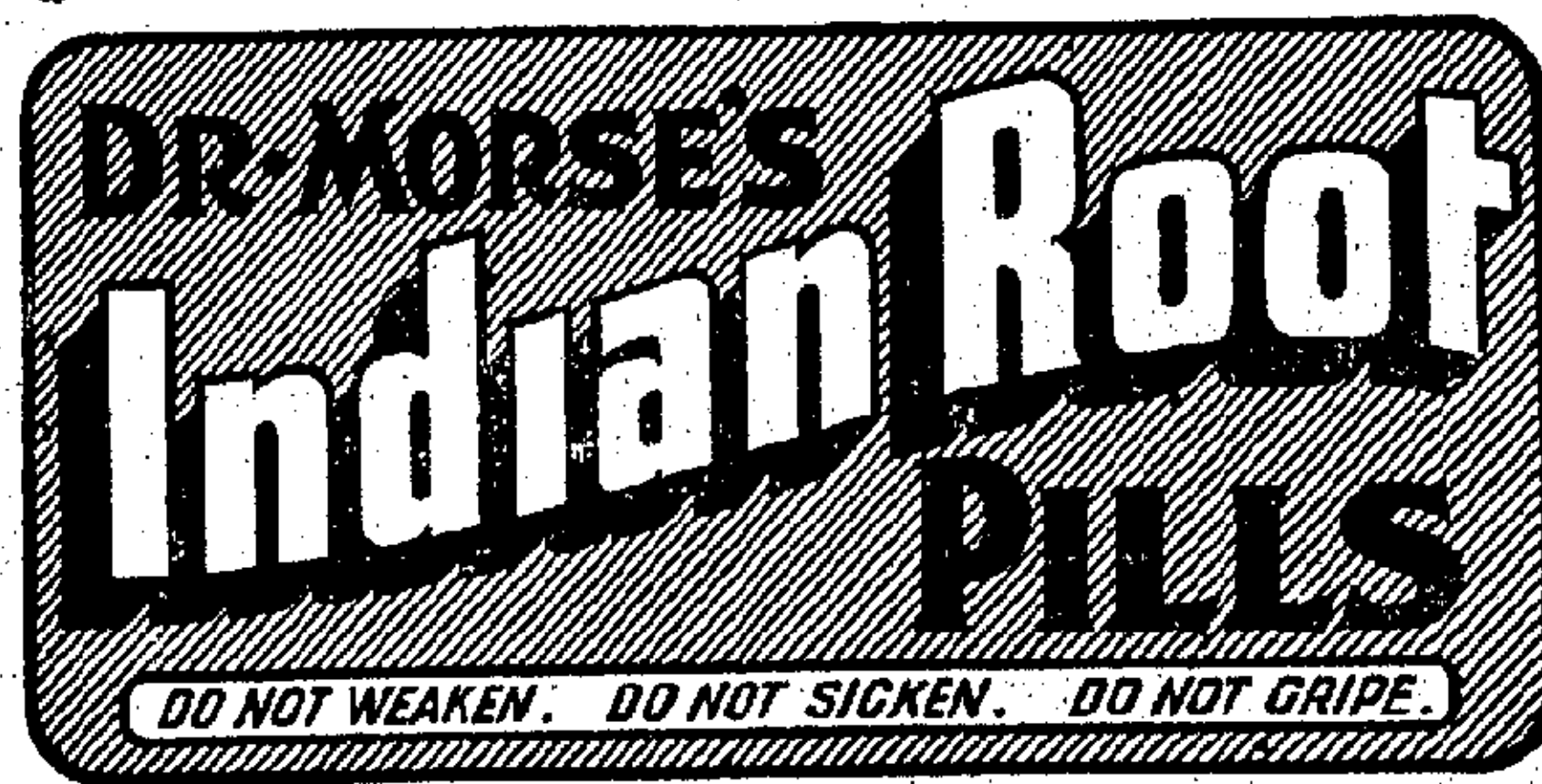
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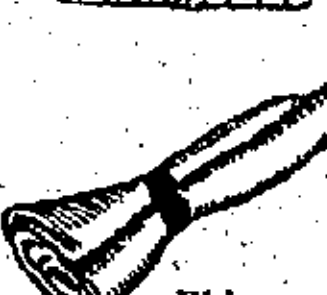
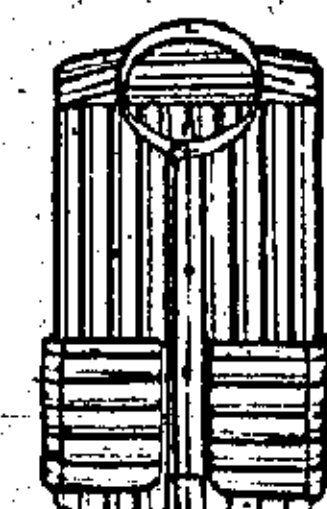


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ESTABLISHED 1820

THE GARDEN GATE.

E. F. BENSON.

(Author of "Dodo," "Sheaves," etc.)

Miss Elizabeth Courtney was delightfully young in everything but years and of a very agreeable age with regard to those poisoners of peace. Moreover, she did not make the smallest secret about the number of them, and it ever the date of some occurrence, not quite recent, came socially in question, she would say in a manner both natural and accurate:—"I remember I was just fifteen when it happened, so it must have been twenty years ago. Fanny!" This gave rise in the minds of those who were not "quite nice" on the subject of Miss Courtney to very disagreeable conclusions, and Mrs. Rawlins, for instance, who had two grown-up daughters, said several times, directly afterwards, that she happened to know the event in question took place "twenty-five years ago at least, my dear." Thereby libelling Miss Courtney.

There were not, however, many of Miss Courtney's neighbours and acquaintances who showed so scratching a disposition; for there was no one of the residents in the pleasant country-town where she lived, more justly popular. Of course she had her weaknesses, and it was not to be expected that due discussion should not be held over them, but sensitiveness with regard to her age did not happen to be one of them. But it was pleasant to look young, to preserve, as she did, that moderate (but adequate) allowance of comeliness which she had when a girl, and to find that at the garden-parties, which formed the staple of the social festivities during the summer months at Coleton, and the tea-parties with Bridge afterwards which took their place when dusk was early and winds were shrill, she still ranked among the more active lawn-tennis players, and was not yet relegated to the staid tables at Bridge. On the conclusion of these winter entertainments, Miss Courtney's mind was always announced, who took her down home, perhaps, a hundred yards of well-lit road, and Mrs. Rawlins would wonder, sometimes to herself, sometimes to others, at what age an active woman might hope to be able to take care of herself. Mrs. Rawlins observed also with undeniable accuracy that during the winter just before which Elizabeth had bought a fur-coat, she usually found that she had left behind in the drawing-room her handkerchief or purse, and returned with that famous garment not yet buttoned, so as to show that it was fur-lined throughout, but without her goloshes, about which there was no striking feature (except, said Mrs. Rawlins, their size). A residue of truth lurked there, for undeniably Elizabeth liked pretty clothes. And in excuse for Mrs. Rawlins it must be urged again that she had two daughters about whom also there was nothing remarkable except their size, who had long been of marriageable age, and had wizen little giraffe-faces at the tops of their long thin necks.

Miss Courtney was one of those women with regard to whose continued spinsterhood all that can be said is that it was an unfortunate accident. She had all the qualities that go to make lovable wives and mothers: simply the conjunction of the right man and the right moment had not occurred. The right man had indeed occurred, but he had occurred at the wrong moment, many years ago, when marriage for him was out of the question, since he, like she, was barely out of his teens, and the matter of his livelihood was a question that yet required provision. Harry Sugden was the son of one of the partners in an eminent firm of solicitors which had its headquarters in London and a branch office down here in Coleton, and just when matters were beginning to be a quiver between him and Elizabeth, his father had been moved to take charge of the central office in London. That was fourteen years ago and Elizabeth, though she had not seen Harry since, kept the warmest corner in her heart for him. To her he had remained that slim shy youth, whose brown eyes looked always as if they had some special communication for her, while she confusedly felt that she had some secret answer for him. But the ripening had never come, and it seemed that Elizabeth's tree of love, like so many others, was of the sort that bear one fruit only, and that had remained green and unplucked on her tree. How keenly Harry had desired to be its gatherer, she did not know, and since this subject was hardly a maidenly one, she forebore to conjecture.

Twice since those days, had the wrong man approached her, but never another right one, and now, as seemed more than probable (especially to Mrs. Rawlins) the right time had passed by her, and the shadow of irrevocable celibacy began to lengthen over her unvisited garden. Her mother had died some ten years ago and she lived with a kind dull father and an orphaned niece, in a comfortable ugly house with a charming garden, in what was known as the residential quarter of Coleton, where life flowed with so deadly a regularity and monotony that it was almost miraculous that Elizabeth had retained so vivid and eager an interest in life. Her father read the morning paper every day, except Sunday, until half-past twelve, when he walked very slowly down the road away from the town till one. At one o'clock he turned and thus reached "The Evergreens" at half-past. At half-past three he again set forth, and arrived at the County Club at four. There he took a cup of tea and some buttered toast, and played Bridge till half-past six. He ate an excellent dinner at home at half-past seven, and played Patience till half-past ten. Up till four years ago he had played a round of golf every afternoon, and since then had never played another, though the family still took their summer holiday at Westward Ho, and strolled on the links. Finally if it rained he sat indoors instead of going out at half-past twelve, and drove to the County Club in a closed fly instead of walking there. He had retired from business ten years before, and there seemed no reason why he should not live for ever, except that he was in a chronic state of slight anxiety about his health, which was admirable.

Marian, Elizabeth's niece, was an extraordinarily pretty girl just over twenty, whose mind, unlike Elizabeth's, had succumbed under the deathly narcotic of the residential quarter, and might be said to be non-existent. She was always occupied, never interested, and slept like a top for nine hours every night. She played practically interminable finger-exercises on the piano most of the morning, stopping suddenly when all prospect of her doing so appeared to have vanished, and embarked on a sonata of Beethoven's which under her fingers sounded like a finger exercise also. She walked in the afternoon, and did absolutely interminable needlework all evening. She was never in the least bored, for her inherent dullness protected her like chain-armour from the assaults of ennui.

Garden-party season had begun, but the year was backward, and it was doubtful whether the strawberry beds at the "Evergreens" would furnish sufficient fruit to supply the wants of Miss Courtney's guests.

"But it's no use," said Elizabeth in answer to a depressing suggestion from Marian that they should eat no strawberries themselves until the garden-party was over, "it's no use in not having as many as we want in the interval. At least, dear, I should be very sorry to offer to our guests on Thursday week the strawberries which are ripe to-day."

Mr. Courtney poured himself out his first glass of port. He had two every evening, the first while the ladies were eating dessert, the second after they had gone to the drawing-room.

"They are chiefly not very ripe to-day," he said. "I should be afraid to eat many of them. I should not advise you to eat them too freely, Marian, nor you, Elizabeth."

"I have only eaten five," said Marian with her usual accuracy, having counted the stalks, "and I have but three more."

"Well, take my advice, and let five be sufficient."

"I've eaten more than I should like to count, Daddy," said Elizabeth, "as well as some before dinner."

"Dear me, if I ate strawberries before dinner, I should suffer for it," said Mr. Courtney. "Besides, I should spoil my dinner. But you always had an excellent digestion, my dear."

"Yes, thank goodness, and I'm greedy, too," said Elizabeth. "How did your Bridge go this evening, Daddy?"

"I won two rubbers and lost two," said Mr. Courtney, after a moment's thought. "Those that I won were not so big as those I lost."

"That always happens, doesn't it?" said Elizabeth.

Marian could not let this pass. "No, Aunt Elizabeth," she said, "for Uncle Edward's adversaries must therefore have won more in the rubbers they won, than they lost in the rubbers they lost."

"And I held four aces when it was not my deal," added Mr. Courtney.

"That always happens anyhow," said Elizabeth.

Marian did not feel sure of that, but the conversation being unusually brisk this evening, she did not have time to question it.

"By the way, there was a new face in the card-room to-night," said Mr. Courtney. "Mr. Harry Sugden. Perhaps you remember him, Elizabeth. He said he remembered you. He has come to take charge of the firm's office here. Dear me, it must be ten years since he went away."

"Fourteen," said Elizabeth. "I was just twenty-one at the time."

"Fancy your remembering that," said Marian, without malicious intention, but as a matter of fact comment.

"He asked if he might call to-morrow," continued Mr. Courtney, "and I proposed that he should come in to lunch, so that we can walk up to the club together afterwards."

"Or drive up together if it is wet," said Marian.

Elizabeth longed to ask further questions, but fearing more fair comment, preferred to be silent. She told herself that Harry Sugden's return was a matter that could not interest her any more than it interested any other middle-aged woman in Coleton, but her heart refused to acquiesce in this unsentimental truth.

She wanted to know what he looked like, whether he was married or not ("as if," said commonsense, "that could possibly matter"), whether he was bald or stout, whether his eyes would still seem to have a question waiting behind them. Yet it was almost certain that he was not married: otherwise renewed intercourse would have taken the form of calling on his wife.

And then she pulled herself up short. It was all fourteen years ago, and as Marian said, it was strange that she remembered anything about him. But she was conscious of remembering far more than was convenient; remembrance tugged at her heart-strings, and it was of the fourteen intervening years that she seemed to remember so little.

(Continued on Page 7.)

Builds up Strength.

As a recuperative in all cases of lung, stomach or bowel weakness, or after any severe illness, Angier's Emulsion positively has no equal. Bland and pleasant, it promotes appetite, aids digestion, and builds up health and strength. It is the ideal tonic and builder, because it is soothing and healing as well as strengthening.

Angier's Emulsion

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SUPERIOR TO ALL OTHER EMULSIONS.

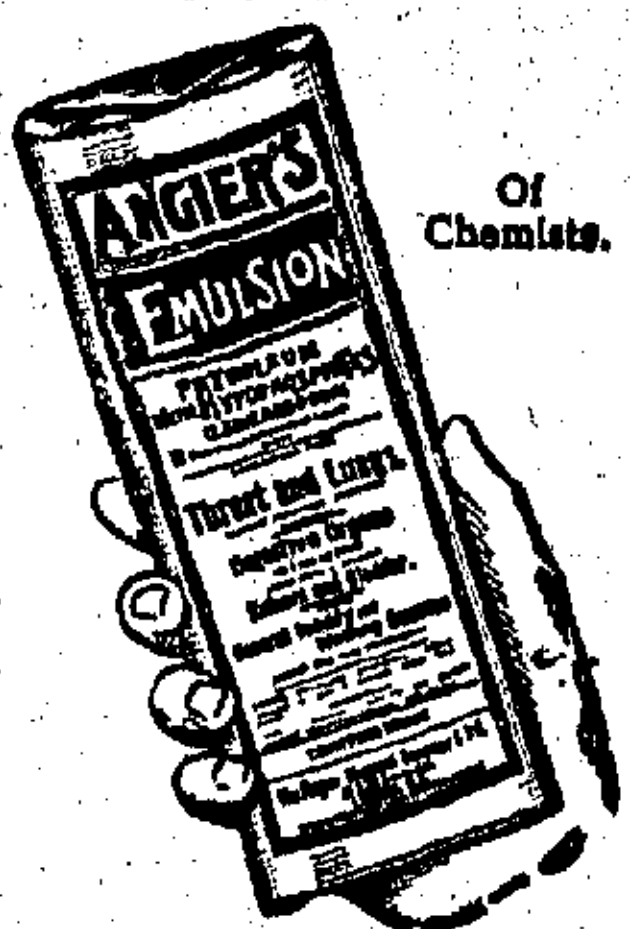
Angier's Emulsion is entirely different and superior to all other Emulsions because it combines the remarkable healing properties of our special petroleum with the tonic properties of the hypophosphites. It is unquestionably the most palatable emulsion and it agrees perfectly with delicate stomachs.

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Dear Sir,—In all cases of chronic cough, and in all wasting diseases of adults and children, pulmonary and gastro-intestinal, there is no better tonic than Angier's Emulsion. I prescribe it to more than half my patients. You may make use of this testimonial, minus my name.

(Signed) —L.R.C.P., L.R.C.S., &c.

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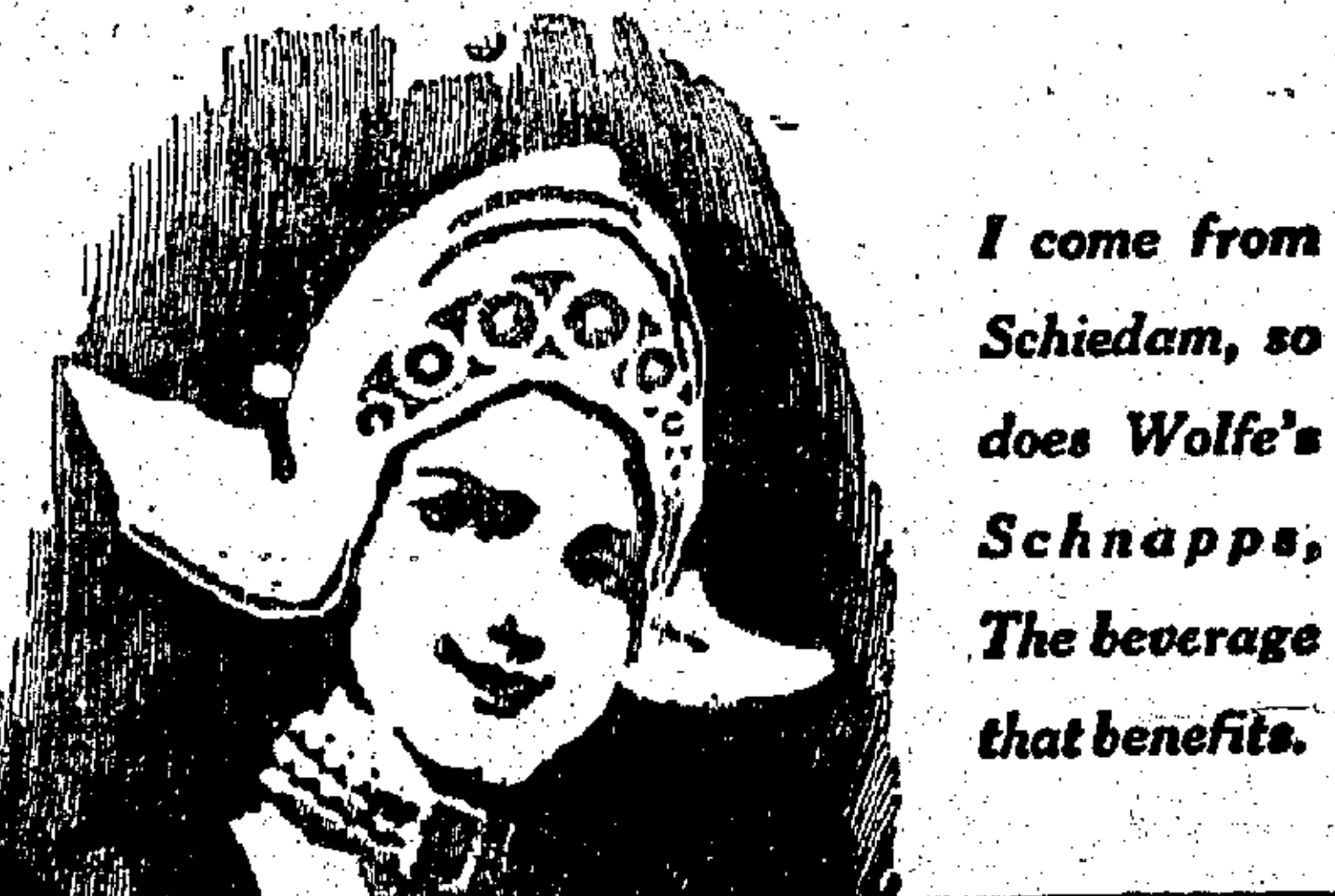
—and women and children, bless them. Innocent without mawkishness, Montserrat Lime Juice is the pure product of the cultivated lime.



Sold by all leading chemists.

Unsweetened, i.e., PURE LIME JUICE. Sweetened, i.e., LIME JUICE. Coughs.

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I come from Schiedam, so does Wolfe's Schnapps. The beverage that benefits.

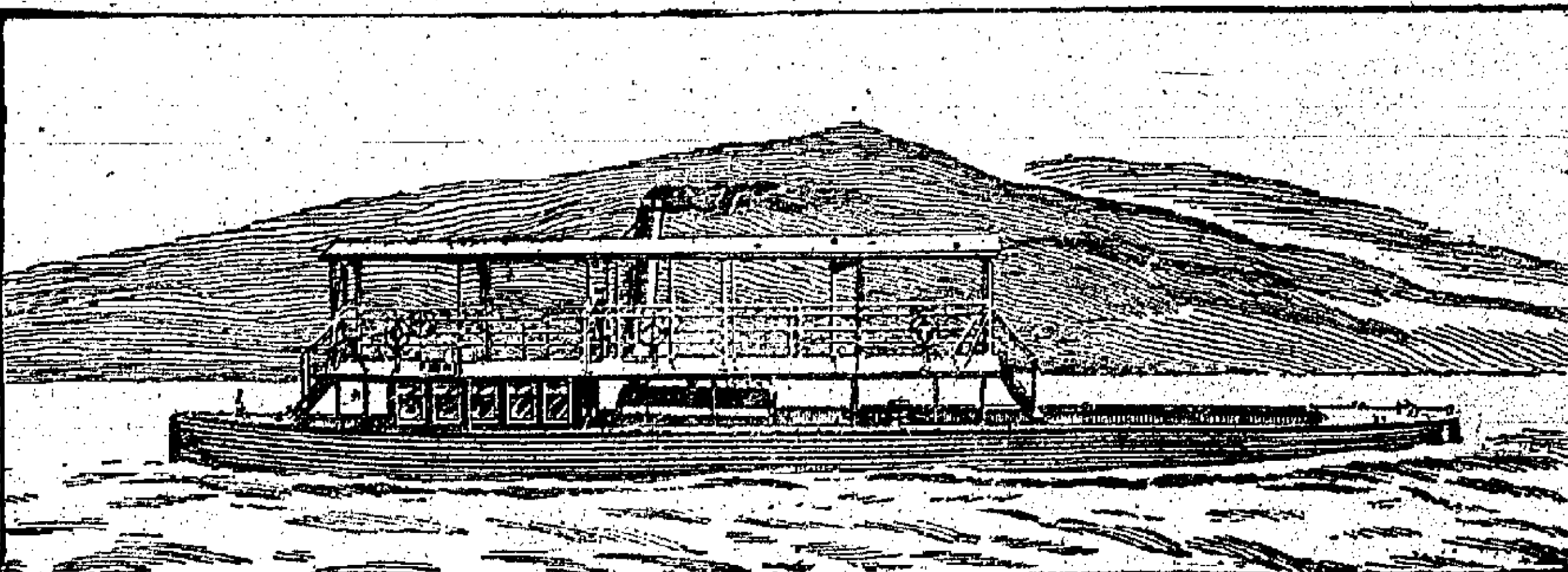
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The Royal Tonic
Phosferine has been supplied by Royal Commands
To the British Royal Family, H.M. the Empress of Russia, H.M. the King of Spain, H.M. the King of Greece, H.M. the Queen of Roumania, H.M. the Queen of Spain, H.M. the Dowager Empress of Russia, H.R.H. the Grand Duchess Olga of Russia, H.R.H. the Grand Duchess of Hesse, The Imperial Family of China.

And the Principal Royalty and Aristocracy throughout the world.
Price in Great Britain: Bottles, 1/11, 2/6 & 4/6. Sold by all Chemists, Stores, &c.
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THE GARDEN GATE.

E. F. HENSON.

(Author of "Dodo," "Sheaves," etc.)

(Continued from Page 6.)

Elizabeth passed a somewhat wakeful night, her mind alternating between memories of days long dead yet never buried, and prolonged indecisions as to what she would wear to-morrow. There was a new frock, lately come home, which she had designed to make its debut on the day of their garden-party, white with cherry-coloured ribbands; a bleached straw-hat with a bow to match the ribbands "went" with it... it was rather daring. Then she remembered that she had not said her prayers, and got out of bed to perform this duty. Instead, the clear moonlight poured on to the blind of her window caught her attention, and she looked out. The moon was nearly full, and the white searless light illumined the garden. How the shrubs had grown up during the last fourteen years; the garden-gate over which he had vaulted when he went away was quite hidden even from those upper windows, and she had then seen him vault it while she stood on the tennis lawn. Everything else had grown up too, she among the rest... Certainly cherry-coloured ribbands and white were a little audacious, but she had chosen them long before she knew he was coming back. Of course, if it was a cold grey day she could not wear them, but otherwise, if it was warm... She would be out in the garden at lunch-time; the sweet-peas actually did want picking. And then she got back to bed again, oblivious of her neglected devotions.

Poor Elizabeth's plans went strangely awry. The morning was fine but rather chilly, and at breakfast Marian remarked that the wonderful Elizabeth did not feel cold in that thin dress. As a matter of fact Elizabeth did, but trusted that the exercise of picking sweet-peas would warm her. She heard the lunch-bell ring, but lingered among the garden beds, expecting that the others would join her. till the parlour-maid came out, and told her that they had sat down ten minutes ago. She went into the drawing-room, and a total stranger gravely shook hands with her. Then she sat down—Marian had taken the bottom of the table in her garden, and a grove of flowers cut her off from all sight of him.

They talked about the next inevitable elections, and suddenly in the middle of some commonplace of Mr. Sugden's familiar tone, an odd little crack in his voice arrested her. It made her heart leap; it was like suddenly coming face to face with an old friend.

Marian was in great form. She had evidently read the political leader in the morning paper, after Mr. Courtney had finished with it, and so had Mr. Sugden. Each capped the appropriate comments of the other, and he seemed interested. Mr. Sugden murmured his head round the flowers in the centre of the table. "And are you as keen a politician as your niece?" he asked Elizabeth. "No, I am afraid I am still indifferent," said she.

"I remember you used to be," he said, and that was the only reference made to the past. Afterwards Marian played a slow movement of one of the much-practised sonatas, and he complimented Elizabeth on the pianist's touch. The movement was somewhat long, and soon after it was finished, he and his host strolled up to the club. But he promised to repeat his visit, indeed, he asked if he was allowed to. And it was Marian who said they would all be delighted. Then as he shook hands with Elizabeth, once again her heart leapt, for looking out from the stranger's face were eyes that she knew.

For the next few weeks his visits were frequent at the "Evergreens," and Elizabeth slowly steeled herself with the noble malady of love. Once fourteen years before had she felt its premonitory symptoms, but it had passed off. Now it came to her later in a form both aggravated and suppressed by age, like some ailment common among the young, infecting someone of mature years. All that had been strange in him to her at their first renewed meeting became confused with her earlier recollections of him, so that to her mind it was no longer the shy slim youth who had so nimbly vaulted over the garden-gate, but this spare shy man, who said so little, and gradually began to mean so much to her. And now the malady was suppressed; it could not leap to the surface as it would have done in her youth, in the unconcerned eager pleasure that his presence obviously gave her.

They could not romp and laugh together over silly trifles, and for the first time, because conscious of her age, she was conscious of her youthfulness, and the tale of her years was at variance with the essential youthfulness of her heart. She had to control and master herself; it must never do if she let him see she must not let herself be ridiculous.

His visits to them were frequent, and some five weeks after his reappearance in Coleton, he came to dine with them on a hot evening in July. They had sat out on the verandah facing the lawn to drink their coffee, and then Marian had gone back into the drawing-room to play the latest-acquired of the sonatas to them, while Mr. Courtney laid out a new and exasperating Patience. Harry Sugden after a little time had followed Marian indoors, and quite suddenly a new light broke on Elizabeth, that explained in a flash the frequency of his visits, and immediately afterwards overwhelmed her, as by answering thunder, in shame at her blindness. It was Marian he wanted, and indeed there was little to wonder at: she was young, she was charmingly pretty, and from the first he had admired her. But for more than a month Elizabeth had not seen it. All the time she had been thinking about the essential youthfulness of her heart, which in some respects was so awkward at the age of thirty-five came to her aid in an impulse of vigorous courage, and that night when she had gone to her room, she sat and steadfastly readjusted her attitude. She had to cry a little at first, because the malady was strong within her, but soon, because she was womanly and unselfish, she accepted and welcomed what she had been so long in seeing. But did Marian care for him! It seemed impossible that she should not, and yet Marian was not very enthusiastic

about him. Only that day she had said in a tone of impartial statement, "That makes the fourth time he has come here in the last ten days," when Mr. Courtney had announced that he was to be their guest at dinner. Or—Marian was rather secretive—was this impartiality assumed? Elizabeth had, she most sincerely hoped, entirely concealed her own emotional pleasure, and it was not to be expected that Marian, who held herself so much more firmly in control, should betray anything. If Marian did not care for him... but Elizabeth was bound to hope that she did. His happiness was her paramount need.

Meantime, there were endless little corrections to be made in her own behaviour. She must give them more opportunities of being alone together, must suggest that Marian should show him the new fountain at the far end of the garden... countless little facilities (she was not good at imagining them) would present themselves. And then Elizabeth had to cry a little more on her own account, and said her prayers.

It was a little disconcerting, when all her resolution was so eagerly enlisted, to find that after this dinner, day after day went by, and no sign of any kind came from Mr. Sugden. Certainly he was neither ill nor away, for he played Bridge, so said Mr. Courtney, every afternoon at the County Club, but for the next fortnight his visits ceased altogether. But during the interval, assiduous practice on the part of Marian had rendered presentable another movement of the interminable sonata, and Elizabeth had given her, for her birthday, the most delicious new hat, which suited her admirably, so that the "Evergreens" were ready for him, whether he pleased to return there. But July broiled itself into August, and it was not till the eve of their departure for Westward Ho that he came.

Elizabeth was out in the garden in the grass walk that led to the gate over which he had vaulted: the drawing-room windows were open and the sounds of the new movement came into the still air with great precision. Then suddenly she looked up from her gardening, and saw him at the gate.

"I heard you were going away to-morrow for your holiday," he said, "and I wondered if I might come and say good-bye."

"But surely," she said. "It is nice of you to come. We—haven't seen you for a long time. Marian is indoors. Will you go in? I will join you when I have finished."

He looked at her for a moment; then back at the gate through which he had come.

"That was the gate I went out at when we said good-bye years ago. At least I went over it."

"Yes, you vaulted it," said she, desperately wishing that he had not mentioned that. But she managed to laugh. "Fancy your remembering that," she added.

They walked a few yards in silence: then he stopped.

"I wanted to see you again before you went away," he said. "And ask you if I kept away you see, because I thought you didn't particularly care whether I came or not. And... And..."

Marian executed a hard accurate run, and made three great thumps on the piano. But they did not go in to join Marian.

(To be Continued.)

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DYSPEPSIA

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Stomach and Intestines

May be speedily relieved and in a short time entirely cured by a safe and absolutely harmless remedy, recommended by the medical profession of Europe.

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IT SOMETIMES HAPPENS

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N. J. STABB,
Chief Manager.
Hongkong, 21st February, 1912. [19]

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Manager.
Hongkong, 29th March, 1912. [38]

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K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [1316]

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TAKEO TAKAMICHI,
Manager.
Hongkong, 25th September, 1911. [443]

BANKS

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For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,
Chief Manager.
Hongkong, 24th January, 1911. [12]

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GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 23rd March, 1912. [225]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDSCH-INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).

Paid up Capital Fl. 12,411,650 (£1,033,421).

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C. WOLDINGER, Manager.
No. 8, Des Vaux Road Central.
Hongkong, 15th August, 1909. [22]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

ORIENTAL, British str., 3,085, A. L. Valentin, 26th March—Yokohama 21st March, Sikk and General.—P. & O. S. N. Co.

PETROBRAS, German str., 3,000, C. Gosewisch, 23rd March—Singapore 18th March, Rice and Cotton.—Butterfield & Swire.

PONGTONG, German str., 988, W. Botefuhr, 23rd March—Bangkok 12th March, Rice and Teak.—Butterfield & Swire.

RAHAR, German str., 1,275, A. Roscher, 24th March—Hagen 15th March, Coal.—Melchers & Co.

SHANTUNG, British str., 1,835, J. Robinson, 25th March—Mojito 15th March, Coal.—Mitsui Bussan Kaisha.

SHIMOTO, Maru, Japanese str., 2,478, K. Muto, 25th March—Mojito 22nd March, Coal.—Osaka Shosen Kaisha.

SIGNAL, German str., 907, J. Trusen, 26th March—Hohow 27th March, Rice and Pigs.—Jensen & Co.

SUIBANG, British str., 1,760, M. Picknell, 27th March—Weihaiwei 21st March, General.—Jardine, Matheson & Co.

SUNGLANG, British str., 987, H. Mathias, 20th March—Haiphong and Hoihow 15th March, General.—Butterfield & Swire.

TELEMACUS, British str., 1,450, A. Fraser, 26th March—Saigon 22nd March, Rice.—Chinese.

TIPIKAS, Dutch str., 4,009, J. P. Scholten, 28th March—Amoy 26th March, General.—Java-China-Japan Lijn.

ZANITO, American str., 1,480, M. O. Smith, 28th March—Manila 26th March, Hemp.—Shewan, Tomes & Co.

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG

OR WEST RIVER.

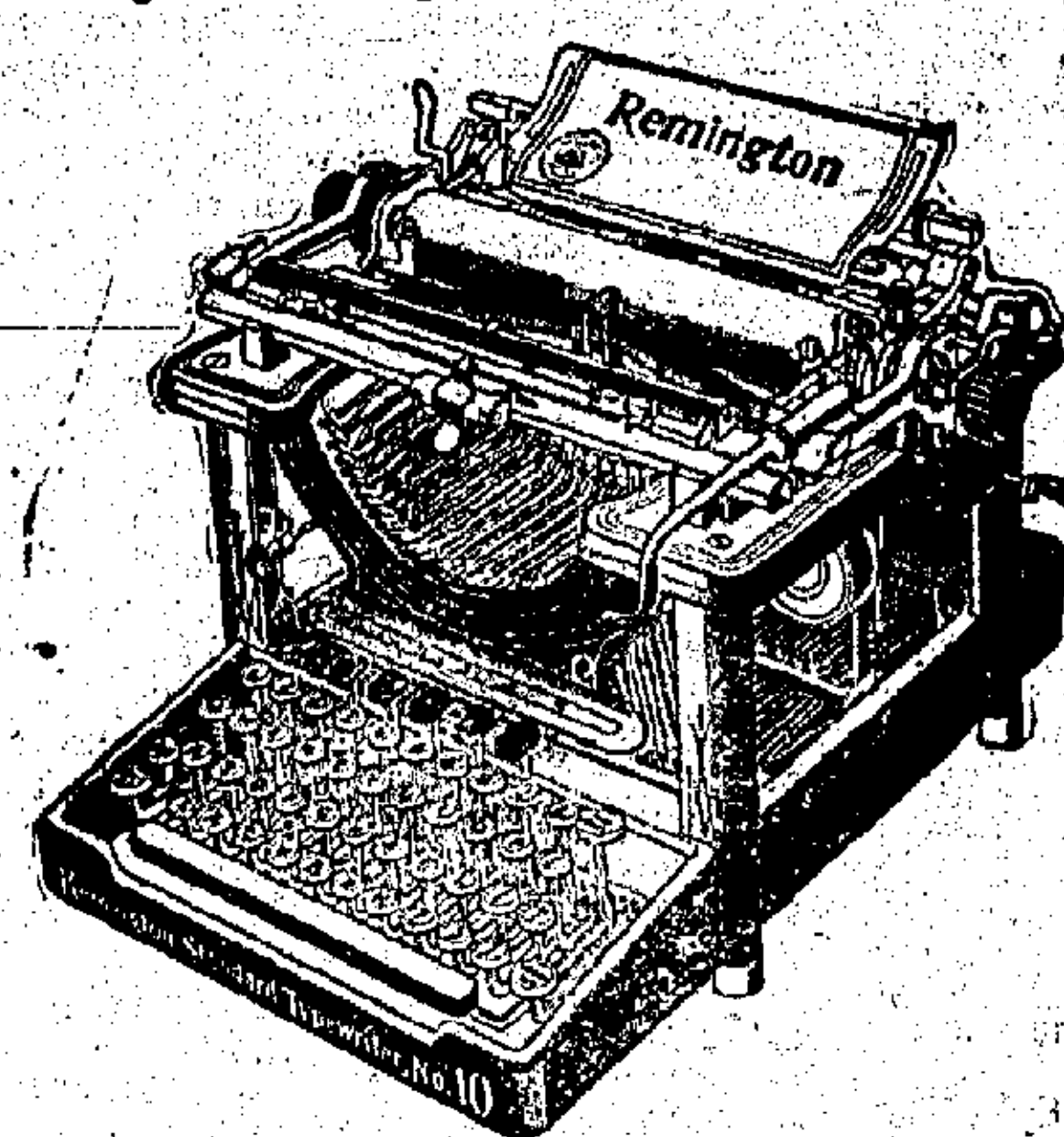
PRICE ONE DOLLAR.

Giving all the Important Towns on route from CANTON to WUHOW

INTIMATION

"A MACHINE A MINUTE"

The week just closed, as this issue goes to press, has been epoch making in the annals of the writing machine. A great milestone has been reached and passed in the history of the



Remington Typewriter

During the week we have booked orders for more than a machine a minute for every working hour.

VISIBLE MODELS 10 AND 11

Not many years ago Remington sales were sixty machines per month; now they are over sixty machines per hour. This is a machine a minute. Such is typewriter development; such is Remington progress.

REMINGTONS.

REMINGTON TYPEWRITER CO.

(INCORPORATED).

SIEMSEN & Co., (MACHINERY DEPT.),

47-3 HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,350, J. B. Harris, 27th March—Shanghai 24th March, General.—Butterfield & Swire.

BUYO MARU, Japanese str., 3,949, Hashimoto, 26th March—Mojito 20th March, Coal.—Toyo Kisen Kaisha.

CANADA MARU, Japanese str., 6,088, K. Kori, 26th March—Shanghai 21st March, General.—Osaka Shosen Kaisha.

CARL DIEDERICHSEN, German str., 774, Ch. Jurgensen, 24th March—Haiphong and Hoihow 20th March, General.—Jensen & Co.

CHONG SHING, British str., 1,256, V. Mc Liddell, 26th March—Tientsin 17th March, General.—J. M. & Co.

CHILDAR, Norwegian str., 1,102, H. Nielsen, 24th March—Bangkok 13th March, General.—Chinese.

CHOYANG, British str., 1,600, Courtney, 26th March—Swatow 19th March, General.—Jardine, Matheson & Co.

DAIJIN MARU, Japanese str., 899, D. Fuchigami, 27th March—Swatow 26th March, General.—Osaka Shosen Kaisha.

FEICHIANG, Chinese str., 889, A. Crawford, 27th March—Shanghai 24th March, General.—Chinese.

FRI, Norwegian str., 884, Wagle, 27th March—Cebu 22nd March, Ballast.—Aagaard, Thoresen & Co.

FOOKANG, British str., 1,937, T. A. Mitchell, 27th March—Kobe 22nd March, General.—Jardine, Matheson & Co.

FOOSHING, British str., 1,423, W. D. Welsh, 24th March—Chinkiang 20th March, Rice and Nuts.—Jardine, Matheson & Co.

GERMANIA, German str., 1,417, Frandsen, 26th March—Manila 22nd March, Ballast.—Jensen & Co.

HAIYANG, British str., 1,362, J. W. Evans, 26th March—Swatow 25th March, General.—Douglas, Lapraik & Co.

KIUKIANG, British str., 1,287, Robertson, 24th March—Dalny 18th March, General.—Butterfield & Swire.

KOREA, American str., 5,951, Wm. Fisher, 22nd March—San Francisco 20th Feb., Mails and General.—Pacific Mail S.S. Co.

LIGHTNING, British str., 2,122, Austen, 27th March—Calcutta 22nd March, General.—David Sassoon & Co.

LOONG SANG, British str., 1,093, W. G. G. Leask, 26th March—Manila 23rd March, General.—J. M. & Co.

NAMANG, British str., 2,591, P. M. R. Lake, 27th March—Singapore 21st March, General.—Jardine, Matheson & Co.

NINGHOW, British str., 5,338, Jas. Mill- heich, 26th March—Singapore 23rd March, General.—Butterfield & Swire.

ORIENTAL, British str., 3,085, A. L. Valentin, 26th March—Yokohama 21st March, Sikk and General.—P. & O. S. N. Co.

PETROBRAS, German str., 3,000, C. Gosewisch, 23rd March—Singapore 18th March, Rice and Cotton.—Butterfield & Swire.

PONGTONG, German str., 988, W. Botefuhr, 23rd March—Bangkok 12th March, Rice and Teak.—Butterfield & Swire.

RAHAR, German str., 1,275, A. Roscher, 24th March—Hagen 15th March, Coal.—Melchers & Co.

SHANTUNG, British str., 1,835, J. Robinson, 25th March—Mojito 15th March, Coal.—Mitsui Bussan Kaisha.

SHIMOTO, Maru, Japanese str., 2,478, K. Muto, 25th March—Mojito 22nd March, Coal.—Osaka Shosen Kaisha.

SIGNAL, German str., 907, J. Trusen, 26th March—Hohow 27th March, Rice and Pigs.—Jensen & Co.

SUIBANG, British str., 1,760, M. Picknell, 27th March—Weihaiwei 21st March, General.—Jardine, Matheson & Co.

SUNGLANG, British str., 987, H. Mathias, 20th March—Haiphong and Hoihow 15th March, General.—Butterfield & Swire.

TELEMACUS, British str., 1,450, A. Fraser, 26th March—Saigon 22nd March, Rice.—Chinese.

TIPIKAS, Dutch str., 4,009, J. P. Scholten, 28th March—Amoy 26th March, General.—Java-China-Japan Lijn.

ZANITO, American str., 1,480, M. O. Smith, 28th March—Manila 26th March, Hemp.—Shewan, Tomes & Co.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowndes, Hongkong.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Hongkong.

Atlas, admiral's tug, 615 tons, 1,400 h.p., Hongkong.

Bramble, gunboat 710 tons, 900 h.p., Lieut. Comdr. B. E. Pridford, Kiangling.

Briarcliff, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darvall, Hankow.

Cadmus, British sloop, 1,070 tons, h.p. 1,400, Lieut. Comdr. Hugh P. E. Williams, Hankow.

Cambrian, 2nd class cruiser, 4,350 tons, 10 guns, h.p. 7,000, Capt. J. E. Drummond, Shanghai.

Cherub, water tank and tug, 390 tons, h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, h.p. 1,400, Comdr. H. B. Veale, Canton.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Monroe, Hongkong.

Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain C. F. Corbett, M.V.O., Shanghai.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. E. Boddam Whitelaw, West River.

Janna, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. Maxwell, Swatow.

Kent, armoured cruiser, 9,800 tons, 14 guns, h.p. 22,000, Capt. Allen T. Hunt, Hongkong.

Kinsha, river gunboat, 616 tons, h.p. 1,200, Lt. Comdr. H. Marryat, Hankow.

Medlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. C. Passon, Surveying Duties.

Minotaur, armoured cruiser (flagship) Vice Admiral Sir A. L. Wintle, K.C.B. C.V.O., C.M.G., 14,600 tons, h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, h.p. 22,000, Captain L. E. Power, M.V.O., en route Colombo to Pay off.

Mooshen, river gunboat, 450 tons, 2 guns, h.p. 800, Lieut. Comdr. G. P. Leith, West River.

Neveast, 2nd class cruiser, 4,800 tons, turbine, 22,000 F.D., Captain George P. E. Hunt, D.S.O., en route to Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Malcolm Murray, K.N., Yangtze.

Other, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Lambie, Hongkong.

Pegasus, protected cruiser, 2,135 tons, h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Weihaiwei.

Prometheus, 2nd class cruiser, 2,135 tons, h.p. 5,000, Comdr. P. H. Warleigh, Hongkong.

Ribble, T.B.D., 590 tons, 750 F.D., 6 guns, Lt. Comdr. E. J. G. Mackinnon, Shanghai.

Rubin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Allan Dixon, Hongkong.

Rosario, depot ship for submarines, 980 tons, h.p. 1,400, Lt. Comdr. N. E. Arohdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. I. A. S. H. Halton, West River.

Saifu, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 305 tons, h.p. 6,000, Lt. Comdr. Brinkenden, Hongkong.

Tamar, river gunboat, 4,650 tons, 6 guns, Commodore Byres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. Hon. Guy Stopford, Chungking.

Thistle, gunboat, 710 tons, 900 h.p., Lie

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Reputation.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
KOREA	18,000	TUESDAY,	2nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY,	16th April, at 1 P.M.
CHINA	10,200	TUESDAY,	23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	30th April, at 1 P.M.
NILE	11,000	TUESDAY,	14th May, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	21st May, at 1 P.M.
PERSIA	9,000	TUESDAY,	11th June, at 1 P.M.
KOREA	18,000	TUESDAY,	18th June, at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER. B.C.
SEATTLE &
PORTLAND (Or.).

VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
RYGJA ... 4th April.	RYGJA ... 18th April.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 790, KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. DUNERIC ... 3,000 tons ... 1st Half May, 1912.
And regularly thereafter.

For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong: 27th April.
From Colombo: S.S. "MINERIC" 11th May.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

[42-43-44]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

WEEK-END SERVICE.

Commencing on the 30th instant, and on till further notice, a Week-End Service will be arranged. The s.s. "HEUNGSHAN" will leave Hongkong at 10 P.M. on Saturday, 30th instant, for Canton, and the s.s. "HONAM" will depart from Canton at 4 P.M. on Sunday, 31st instant.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 31st MARCH.

The Company's Steamship

"SUI AN"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 598 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHIYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.
Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourists' Sleepers, Dining Cars—Observation Cars, Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers, and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
-----------	------	---------	-----	--------------

ZAFIRO ... 4000 M. C. Smith ... Manila, Mangarin, Iloilo and Cebu ... On 1st Apr., 4 P.M.
RUBI ... 4000 S. Crosby ... Manila, Mangarin, Iloilo and Cebu ... On 10th Apr., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., (General Managers, Hongkong, 20th March, 1912, PHILIPPINES S.S. Co. [13]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM	2nd April.	Friday, 5th April.
EMPIRE	5th April.	Sat., 6th April, Noon.
ST. ALBANS	5th April.	Sat., 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

56]



INAPIER JOHNSTONES

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

DON'T READ THIS.

UNLESS YOU WISH TO DRESS WELL.

WE have Just Unpacked a Beautiful Range of SILK GOODS, suitable for Ladies' and Gent's Wear, from a leading Japanese Manufacturer Supplying the same goods to Messrs. Peter Robinson's, London.

Call early before we are sold out.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 29th March, 1912. [50]

GRACA & CO.

Dealers in
POSTAGE STAMPS,
PICTORIAL POST CARDS
FLOWER-SEEDS, TOYS, BOOKS.
MANILA CIGARS AND CIGARETTES
HONGKONG HOTEL BUILDING,
PRINCE STREET HONGKONG.
135]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory March 29th

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.92	29.98	29.97
Temperature	78	71	79
Humidity	80	96	70
Wind Direction	South	East	South
Force	2	1	1
Weather	2	1	1
Rain	—	0.00	—

Highest open air Temperature on 28th ... 79
Lowest open air Temperature on 28th ... 70

HONGKONG TIDE TABLE.

From 30th March to 5th April, 1912.

Day	Week	HIGH WATER.		LOW WATER.	
		Time	Height	Time	Height
Sat.	30	h. m.	ft. in.	h. m.	ft. in.
		8 31	4 8	1 49	0 8
		7 44	7 1	1 8	3 3
Sun.	31	h. m.	ft. in.	h. m.	ft. in.
		8 38	5 1	2 25	1 0
		9 14	5 4	2 58	1 3
Mon.	1	h. m.	ft. in.	h. m.	ft. in.
		9 29	6 8	2 47	1 6
Tue.	2	h. m.	ft. in.	h. m.	ft. in.
		9 36	5 7	3 29	1 6
		10 18	6 4	3 32	1 6
Wed.	3	h. m.	ft. in.	h. m.	ft. in.
		9 57	6 0	3 58	2 1
		11 6	5 8	4 16	1 4
Thurs.	4	h. m.	ft. in.	h. m.	ft. in.
		10 17	6 2	4 22	2 5
		11 53	5 2	5 1	1 3
Fri.	5	h. m.	ft. in.	h. m.	ft. in.
		10 37	6 4	4 41	2 9
				5 48	1 5

NOW READY.

DIRECTORY of PROTESTANT MISSIONARIES in China, Japan and Corea

For the Year 1912.
Paper Covers ... 80 Cents.
Cloth Covers ... One Dollar.
To be obtained at the HONGKONG DAILY PRESS OFFICE and Local Booksellers.
Hongkong, 13th March, 1912.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... About 20th April.
KOBE and MOJI ... " ...
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong—

Chaney B. A. Hongkong Hotel...
Chiang...
Chongchinglong, Morcor Street
Chungkingchaw Winglokstreet
Cudany Hongkong Hotel...
Gohkengse Sionya...
Hangsingtal...
Iquique...
Kelly...

Kwanon...
Kwonheylin...
Kore Astor...
Dr. Symons Brown...
Terolero...
Pideron Bradley...
Wanbingohung Stanton Street...
Wangchingchaw Hotel Choukai...
0022 3883 1344 7127 (2)...
0022 3883 2212 2052...
0437 2504...
1684 4382 5281 1129 6670 0022...
2400 0342 3152 5387...
2494 127...
2995 1695...
3057 2490 4095...
3393 1344 5394 0357 0017 0448.

CHURCH SERVICES.

PRAX CHURCH—Holy Communion at 8 a.m.
UNION CHURCH—Kenny Road, Minister, Rev. C. H. Hickling. 11 a.m. Worship. Hymns 43, 49, 25, Chant 13, Anthem 131. 12 Noon. Communion. Hymn 47. 6 p.m. Worship. Hymns 122, 160, 49, 538 and 203.
ST. ANDREW'S CHURCH, KOWLOON.—Sunday, 31st March, 1912. Palm Sunday. Morning Prayer 11 a.m. Hymns 98, 99, 320 and 261. Venite, 31st day. Macfarren; Psalms, 31st Morning. Psalm 144. Boyce; 145; Battisbill; Benedicite. Garret; Kyrie No. 2. Sunday School will be held as usual at 3.00 p.m. in the Boy Scouts' Headquarters on the Church Grounds. 6.00 p.m. Evening Prayer. Hymns, 12, 112, 257 and 574; Psalm 51st Evening. Psalm 147, Battisbill; Psalm 148, Turle; Psalm 149, Rimbawit; Psalm 140, Humphreys (1st and last verses and the Gloria in unison); Magnificat, Battisbill; Nuno Dimititis, Barnby.
ST. JOHN'S CATHEDRAL, Hongkong, 31st March, Sunday next before Easter. Holy Communion (8.15 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Magnificat, Psalms, Hants of the 5th Morning. Benedicite. Arnold, Armes, Arnold; Benedicite, Langdon. Holy Communion, at (11.45 a.m.) Kyrie, Semerwill in F minor; Hymns, 267, 108 and 93. Preacher—Rev. W. W. Rogers. A.B.—Psalm 144, verses 1, 2, 5, 6, 15 in unison. Psalm 145, verses 3, 4, 10 in unison. Psalm 146, verses 1, 4, 10 in unison. Evening (5.45 p.m.) Responses, Psalms, Psalms, of the 31st evening; Magnificat, Nuno Dimititis, Wesley in F; Anthem, "Come unto him," Gounod, Voluntary, 99 and 94; Sevenfold Amen; Voluntary, Good Friday Music from Parsifal—Wagner. N.B.—Psalm 147, verses 1, 2, 7, 12, and 18 in unison. Psalm 148, verses 1, 2, 7, 8 and 12 in unison. Psalm 140, verses 1, 5, G. P. in unison. Psalm 150, verses 1, 4 and 6 in unison.

WEATHER REPORT.

On the 29th at 10.45 a.m.—Pressure has increased considerably over N.E. Japan, the northern depression having passed into the Pacific. It has decreased over S.W. Japan and the E. coast of China, owing to the formation of a depression in the neighbourhood of Nagasaki.

No returns from Indo-China.
Moderate E. winds may be expected along the coast and S.E. over the N. China Sea.
Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.
The forecast for the 24 hours ending at noon to day is as follows—

DISTRICT FORECAST.
Hongkong & Neighbourhood } N.E. winds, freshening.
Formosa Channel } Same as No. 1.
South coast of China between } Same as No. 1.
Hongkong and Lamocka }
South coast of China between } S. to S.E. winds, Hongkong and Hainan } moderate
* S.E. to E. winds, moderate; cloudy, fog in morning.

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SHIPPING

ARRIVALS.
ANNU, British str., 29th March—Canton.
CHINA, Austrian str., 28th March—Canton.
28th March—Trieste 12th Feb. General—Sander, Wieler & Co.
FAZILKA, British str., 29th March—Japan 23rd March, Japanese Ware and Coal—Jardine, Matheson & Co.
FOOSHING, British str., 29th March—Canton.
HONGKONG, French str., 29th March—Canton.
CHINA, Austrian str., 28th March—Canton.
28th March—Trieste 12th Feb. General—Sander, Wieler & Co.
FAZILKA, British str., 29th March—Japan 23rd March, Japanese Ware and Coal—Jardine, Matheson & Co.
FOOSHING, British str., 29th March—Canton.

DEPARTURES.
DELTA, British str., for Shanghai.
PARSONS, British str., for Amoy.
HAMON, British str., for Swatow.
HITACHI MARU, Japanese str., for Kobe.
KIRIN MARU, Japanese str., for S'pore.
LOOKSON, German str., for Hoihow.
NEWCASTLE, British cruiser, for Shanghai.
SACHSEN, German str., for Shanghai.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The T.K.K. str. *Shingo Maru*, which left Manila on the 28th inst., and is expected to arrive at this port on Saturday, at about 8 a.m.
 The P.M.S.S. Co.'s str. *Siberia* left Yokohama on the 24th inst., en route to Hongkong, via Kobe, Nagasaki, and Shanghai, and is due to arrive at Hongkong on the 1st April.
 The P.M.S.S. Co. str. *China* sailed from San Francisco on the 12th inst., for Hongkong via Honolulu, etc., and is due to arrive at Hongkong on the 8th April.
 The T.K.K. str. *Chiyo Maru* will be despatched from San Francisco on the 27th inst., en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai.
 The P.M.S.S. Co.'s str. *Manchuria* sailed from San Francisco on March 2nd, en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, and Manila, and is due to arrive at Hongkong on April 19th.

THE AUSTRALIAN MAIL.
 The I.G.M. str. *Prinz Waldemar* left Yap on the 24th inst., at 10 a.m., and may be expected here on or about 1st April.
 The E. & A. str. *Aldenhurst*, which left Sydney on the 9th inst., is due at Manila on the 31st inst.
 The E. & A. str. *St. Albans* from Sydney, etc., left Port Darwin on the 26th inst., for Manila and this port, and is due at Manila on 1st April.

THE GERMAN MAIL.
 The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin of the 6th inst., left Colombo on Monday, at p.m., and may be expected here on or about Friday, the 5th inst., at a.m.

THE MERCHANTS' STEAMERS.
 The "Ben" Line str. *Benavon* from Middlesbrough and London left Singapore on the 24th inst. for this port.
 The Russian str. *Sibir* left Moji on the 25th inst., for this port, and is due to arrive here on or about the 31st inst.
 The N.Y.K. str. *Colombo Maru* (Bombay Line) left Moji for this port on the 27th inst., and is expected here on the 31st inst.

The N.Y.K. str. *Sanuki Maru* (American Line) left Kobe for this port via Moji, Shanghai on the 25th inst., and is expected here on the 3rd April.
 The str. *Glenstrae* passed the Suez Canal on the 19th inst., and is due here on or about 20th April.
 The T.K.K. str. *Hongkong Maru* will be despatched from Callao on the 19th inst., for Hongkong, and is expected here on the 23rd May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 15th inst. for Hongkong via the Straits.
 The Indo-China Steam Navigation Co., Ltd. *Lothian*, from Singapore, is due in Hongkong 4th April.
Kwonggang, from Shanghai via Swatow, is due in Hongkong 31st March.

SHIRE LINE.
Den of Glams, from Shanghai, is due in Hongkong 1st April.
Indra, from Shanghai, is due in Hongkong 1st April.
Muttra, from Singapore, is due in Hongkong 30th March.

LATEST STEAMER MOVEMENTS.
 The C.P.R. Co.'s str. *Monteagle* arrived at Moji at 4 a.m., on Thursday, the 28th inst., and left again at noon same day for Kobe, where she was due to arrive yesterday.
 The T.K.K. str. *Chiyo Maru* with U.S. mails, sailed from San Francisco on Wednesday, the 27th inst., and is expected to arrive here on April 23rd.
 The str. *Lothian* left Singapore for Hongkong on the 27th inst., and is due here about the 2nd April.
 The I.G.M. str. *Prinz Waldemar* left Manila on Thursday, at 5 p.m., and may be expected here on or about Sunday, at 8 a.m., the 31st inst.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring near Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON, &c. via SINGAPORE & CANTON	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	To-day, at Noon.	
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMS	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 2nd April.	
LONDON & ANTWERP via SINGAPORE & CANTON	NORFOLK	Brit. str.	—	Gronan	HAMBURG-AMERICA LINE	On 31st May.	
ROTTERDAM, HAMBURG & ANTWERP	ARCADIA	Ger. str.	1. w.	Luening	HAMBURG-AMERICA LINE	On 11th April.	
ROTTERDAM, HAMBURG & ANTWERP	BELOGRATIA	Ger. str.	1. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 10th April.	
HAYRE & HAMBURG	C. FRED. LAEISE	Ger. str.	1. w.	Solmer	HAMBURG-AMERICA LINE	On 10th April at D'light.	
HAYRE, BREMEN & HAMBURG	KAGA MARU	Jap. str.	—	G. Tabusa	NIPPON YUSEN KAISHA	On 29th April.	
HAYRE, BREMEN & HAMBURG	SACHSEN	Ger. str.	—	Wagner	HAMBURG-AMERICA LINE	On 27th May.	
MARSHALLS, HAYRE & HAMBURG	SITHONIA	Ger. str.	—	Kotze	HAMBURG-AMERICA LINE	On 16th April, at 1 p.m.	
VICTORIA, B.C. & TACOMA via JAPAN &c.	TACOMA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 9th April, at Noon.	
VICTORIA, B.C. & TACOMA via SHANGHAI &c.	SANUKI MARU	Jap. str.	—	—	—	To-day, at 1 p.m.	
VICTORIA, B.C. & TACOMA via SHANGHAI &c.	CANADA MARU	Jap. str.	—	—	—	On 2nd April.	
TRIESTE, Fiume, Venice via SINGAPORE &c.	KORBER	Aut. str.	—	—	—	On 19th April, at 5 p.m.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	INDRASAMHA	Brit. str.	—	—	—	About 2nd April.	
NEW YORK	KALOMO	Am. str.	—	Kesley	THE BANK LINE LTD.	On 14th April.	
BOSTON & NEW YORK	EMPERESS OF INDIA	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 20th April, at 6 p.m.	
VANCOUVER, B.C. & PORTLAND, &c.	MONTAGLE	Brit. str.	2 m.	H. S. Smith	CANADIAN PACIFIC R. CO.	On 1st June, at Noon.	
VANCOUVER via SHANGHAI, JAPAN, &c.	SHIYO MARU	Jap. str.	—	—	—	On 9th April, at Noon.	
VANCOUVER via SHANGHAI, JAPAN, &c.	CHINA	Am. str.	—	—	—	On 23rd April, at 1 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KOREA	Brit. str.	—	—	—	On 2nd April, at 1 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 12th April, at Noon.	
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	MELCHERS & CO.	On 20th April, at 9 a.m.	
AUSTRALIAN PORTS via MANILA	CHINA	Aut. str.	—	E. R. O'Sullivan	SANDER, WHEELER & CO.	To-day, at 4 p.m.	
YOKOHAMA & KOBÉ via SHANGHAI	MUTTRA	Brit. str.	—	T. Mural	JARDINE, MATHESON & CO., LTD.	About 2nd April.	
YOKOHAMA & KOBÉ via SHANGHAI	PRINZ WALDEMAR	Ger. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 11th April, at 11 a.m.	
KOBÉ & YOKOHAMA	MIYASAKI MARU	Jap. str.	—	—	—	On 10th April, at Noon.	
KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	—	Quick despatch	
NAGASAKI, KOBÉ & YOKOHAMA	BUYO MARU	Jap. str.	—	—	—	To-morrow, at Daylight.	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	THILWONG	Brit. str.	1 m.	V. D. Jahn	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
JAPAN	CHONGHONG	Brit. str.	1 m.	V. Liddell	BUTTERFIELD & SWIRE	On 1st April, at 4 p.m.	
TSINGTAU, CHEFOO & NEWCHANG	EUICHOH	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
AMOI, WEIHAIWEI & TIENSIN	ANNU	Brit. str.	1 m.	G. M. B. Lake	JARDINE, MATHESON & CO., LTD.	On 1st April, at 3 p.m.	
SHANGHAI, KOBÉ & MOJI	NAMANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & CO., LTD.	On 2nd April, at Noon.	
SHANGHAI	HANGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & CO., LTD.	On 4th April, at Noon.	
SHANGHAI	KWONGSANG	Brit. str.	—	L. Mass	P. & O. S. N. Co.	About 4th April.	
SHANGHAI, TSINGTAU, KOBÉ & YOKOHAMA	KLHIST	Ger. str.	—	C. B. Longden	BUTTERFIELD & SWIRE	On 4th April, at 4 p.m.	
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	PAWAN	Brit. str.	1 m.	Wm. Lloyd Jones	SANDER, WHEELER & CO.	On 4th April, at 6 a.m.	
SHANGHAI	CHENAN	Aut. str.	—	Solmer	HAMBURG-AMERICA LINE	On 6th April, at Noon.	
SHANGHAI, KOBÉ & YOKOHAMA	KORBER	Ger. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 6th April, at Noon.	
SHANGHAI	C. FRED. LAEISE	Brit. str.	1 m.	G. W. Cockman, R.N.S.	P. & O. S. N. Co.	About 7th April.	
SHANGHAI	CHINA	Aut. str.	—	Hori	NIPPON YUSEN KAISHA	On 8th April.	
SHANGHAI & KOBÉ	ASSATE	Brit. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	On 10th April.	
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	TENSHIN MARU	Jap. str.	—	Rooy	JAVA-CHINA-JAPAN LINE	About 20th April.	
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	HAKATA MARU	Jap. str.	—	—	—	Quick despatch.	
SHANGHAI	PEKING	Swed. str.	—	—	—	On 3rd April, at 10 a.m.	
SHANGHAI	TIJANAP	Dut. str.	—	—	—	To-morrow, at Noon.	
SHANGHAI	SOSHU MARU	Jap. str.	—	—	—	To-morrow, at D'light.	
SHANGHAI	DAIJIN MARU	Jap. str.	1 m.	—	—	On 1st April, at 11 a.m.	
SHANGHAI	ICHANG	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFFRAIR & CO.	On 2nd April, at 1 p.m.	
SHANGHAI	HAITAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFFRAIR & CO.	On 5th April, at 11 a.m.	
SHANGHAI	HAIRANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFFRAIR & CO.	On 9th April, at 11 a.m.	
SHANGHAI	HAIRING	Brit. str.	2 h.	W. O. Passmore	JARDINE, MATHESON & CO., LTD.	To-day, at 2 p.m.	
SHANGHAI	LOONGSANG	Brit. str.	—	Loak	SHIRWAN, TOMES & CO.	On 1st April, at 4 p.m.	
SHANGHAI	ZAVIRO	Am. str.	—	M. O. Smith	MELCHERS & CO.	On 2nd April, at Noon.	
SHANGHAI	PRINCESS ALICE	Ger. str.	1 m.	P. Groch	BUTTERFIELD & SWIRE	On 2nd April, at 4 p.m.	
SHANGHAI	KALOMO	Brit. str.	—	Silford	THE BANK LINE, LIMITED	On 4th April.	
SHANGHAI	RYGJA	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LTD.	On 6th April, at 2 p.m.	
SHANGHAI	YUENSANG	Brit. str.	—	S. A. Crosby	SHIRWAN, TOMES & CO.	On 10th April, at 4 p.m.	
SHANGHAI	RURI	Brit. str.	—	J. B. v. Dammes Jahn	JAVA-CHINA-JAPAN LINE	Quick despatch.	
SHANGHAI	TIJANAP	Dut. str.	—	J. Teranaka	NIPPON YUSEN KAISHA	On 3rd April.	
SHANGHAI	YIPANAS	Jap. str.	—	—	—	To-day, at Noon.	
SHANGHAI	COLOMBO MARU	Jap. str.	—	—	—	On 1st April, at Noon.	
SHANGHAI	FAZILKA	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & CO., LTD.	Middle of April.	
SHANGHAI	FOOKSANG	Brit. str.	—	F. Semblil	MELCHERS & CO.	On 10th April, at Noon.	
SHANGHAI	BORNEO	Ger. str.	—	E. de Catalano	MELCHERS & CO.	—	
SHANGHAI	ST. KLANG	Fren. str.	—	—	—	—	

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "MUTTRA," 4,644 tons, Captain J. R. O'Sullivan, due at HONGKONG from RANGOON on 30th March, at Daylight, will be despatched for YOKOHAMA and KOBÉ the 1st April, at 4 p.m., taking Cargo and Passengers at Current Rates. To be followed by S.S. "FULTA," 4,152 tons, Capt. H. Chidley.

WESTWARD.

The S.S. "FAZILKA" will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 30th March, 1912, at Noon, followed by the S.S. "WARDHA," on 10th April, taking Cargo and Passengers at Current Rates. The above Steamers have excellent saloon accommodation for passengers, and are fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Telephone No. 215. Hongkong, 30th March, 1912.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR STRAMERS DATE OF DEPARTURE
 LONDON & ANTWERP "DEN OF GLAMS" On 2nd April.
 LONDON, ROTTERDAM & ANTWERP "FLINTSHIRE" On 10th May.

Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not take Passengers.
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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR STRAMERS DATE OF DEPARTURE
 * MANILA "LOONGSANG" Saturday, 30th Mar., 2 p.m.
 * TIENSIN "CHEONGSHING" Sunday, 31st Mar., D'light.
 * SINGAPORE, PENANG & CALCUTTA "FOOKSANG" Monday, 1st April, Noon.
 * SHANGHAI, KOBÉ & MOJI "NAMANG" Monday, 1st April, 3 p.m.
 * SHANGHAI "HANGSANG" Tuesday, 2nd April, Noon.
 * SHANGHAI "KWONGSANG" Thursday, 4th April, Noon.
 * MANILA "YUENSANG" Saturday, 6th April, 2 p.m.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).
 The Steamers "KUTSANG," "NAMANG," and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on through Bills of Lading to Yargass, Tsingtau, Weihaiwei, Chetoo, Tientsin and Newchwang.
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CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
"EMPERESS OF INDIA" Sat. 20th Apr.	"EMPERESS OF IRELAND" Fri. 17th May.
"EMPERESS OF JAPAN" Sat. 11th May.	"ALLEN LINE" Fri. 7th June.
"MONTAGLE" Sat. 1st June.	"EMPERESS OF BRITAIN" Fri. 28th June.
"EMPERESS OF INDIA" Sat. 22nd June.	"ALLAN LINE" Fri. 19th July.

Steamships leave HONGKONG at 6 p.m.
 The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamship) "443" "245."
 "Monteagle"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China, and Japan Governments. Full particulars of application from Agents. For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STRAMERS	TONS	TO SAIL.
MANILA, NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG	"PRINCESS ALICE" Capt. P. GROCH.	20,300 { Tuesday, 2nd April, at Noon.
SHANGHAI, TSINGTAU, KOBÉ, and YOKOHAMA	"KLEIST" Capt. L. MAAS.	17,000 { About 21st March.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. H. BREMER.	6,100 { 9 a.m. 20th April.
KOBÉ and YOKOHAMA	"PRINZ WALDEMAR" Capt. H. BREMER.	6,100 { About 2nd April.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBLIL.	5,000 { Middle of April.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.
 For Further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS HONGKONG AND CHINA. Hongkong, 28th March, 1912.

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STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS. THE Steamship

"DEVANHA,"
 Captain W. R. Hickey, carrying H.M. Majesty's Mails, will be despatched from this for BOMBAY, TO-DAY, the 30th March, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOLDAVIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamers proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "MANTUA," due in London on the 10th May, 1912.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 19th March, 1912.

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE Steamship "LIGHTNING,"

Captain F. M. Austin, will be despatched for the above Ports on TUESDAY, the 2nd April, at 1 p.m.
 For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents. Hongkong, 28th March, 1912. [512]

"INDRA" LINE, LIMITED.

For NEW YORK. (With liberty to proceed via the Cape of Good Hope.)

THE Steamship "INDRASAMHA,"

Capt. N. P. Pilcher, will be despatched as above on or about the 2nd April.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 8th March, 1912. [409]

THE AMERICAN AND MANCHURIAN LINE.

For BOSTON AND NEW YORK. (With liberty to proceed via the Cape of Good Hope.)

THE Steamship "KALOMO,"

Captain Kesley, will be despatched for the above Ports on THURSDAY, the 11th April. For Freight, etc., apply to THE BANK LINE, LTD., General Agents. Hongkong, 11th March, 1912. [405]

PASSED THE CANAL.

February 27th—Atholl, Benavon, Lutron, Matoppo, Nauru, March 1st—Antiochus, Gabe, Hirono Maru, Nishikubo, Polynesia, Sachon, Segovia, Deke Rickmers, 6th—Flintshire, Himaya, Hishiki Maru, Konang Si, Nyansa, Baron Inverdale, 8th—Ajaz Aragonia, Astyanax, Benlmond, C. Ferd Laeis, Ganges, Palawan, Ping Sney, Sydney, 12th—Benary, Laertes, Persia, Sambia, Madura, 15th—Derflinger, Errol, Kleist, Tango Maru, Ville de la Ciotat, Arcadia, Lovat, 18th—Erzherzog Franz Ferdinand, Glenstrae, Miyasaki Maru, Moyuno, Peshawar, Socotra, Thecus, Yangtze, 22nd—Calchas, Ernest Simon, Idomeneus, Pathan, Sazonia, Silencia, 26th—Benledi, Borneo, Kaw

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
LONDON VIA USUAL PORTS	DEVANHA	9,000	30th Mar. } See Special
OF CALL	Capt. W. R. Hickey		Advertisement
LONDON AND ANTWERP	NUBIA	7,000	About } Freight and
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. F. J. Fox		3rd April. } Passage.
SHANGHAI, MOJI, KOBÉ, FALAWAN AND YOKOHAMA	Capt. C. R. Longdon, R.N.R.		About } Freight and
			4th April. } Passage.
SHANGHAI	ASSAYE	7,000	About } Freight and
	Capt. G. W. Cockman, R.N.R.		7th April. } Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th March, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
TSINGTAU, CHEFOO & NEWCHANG	"KIU KIANG"	On 30th Mar. 4 P.M.	
SHANGHAI	"ANHUI"	On 30th Mar. 11 P.M.	
SWATOW, NINGPO & SHANGHAI	"ICHANG"	On 31st Mar. 11 P.M.	
AMOI, WEIHAWEI and TIENTSIN	"KAIFONG"	On 1st Apr. 4 P.M.	
MANILA, CEBU and ILOILO	"CHENAN"	On 2nd Apr. 4 P.M.	
SHANGHAI	"LINAN"	On 4th Apr. 4 P.M.	
SHANGHAI	"CHENAN"	On 5th Apr. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LIANTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

RE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th March, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

For SHANGHAI, KOBÉ and YOKOHAMA:

S.S. C. FERD. LARSEN	6th April.
S.S. SITHONIA	20th April.
S.S. BAYERN	30th April.
S.S. BAYERN	5th May.

For HAVRE & HAMBURG:	S.S. BELGRAVIA	11th April.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SACHSEN	29th April.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. O. J. D. AILERS	5th May.
For HAVRE, BREMEN & HAMBURG:	S.S. C. FERD. LARSEN	10th May.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SITHONIA	27th May.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. ARCADIA	31st May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th March, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "ROEBER," 9,900 tons, will leave as above on 19th April, 1912, 5 P.M.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912.

TO SHANGHAI.

S.S. "ROEBER," 9,900 tons, will leave as above on 4th April, 1912, at 6 A.M. Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "CHINA," 11,800 tons, will leave for YOKOHAMA and KOBÉ via SHANGHAI on 30th March, at Noon.

S.S. "AUSTRIA," 14,000 tons, will leave for TRIESTE, FRIEDLAND and VENICE, via SHANGHAI, PENANG, COLOMBO, HONOLULU, KAUAI, ADEN, SUZ, PORT SAID, on 2nd April. These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Hongkong, 27th March, 1912. Princes' Building. [155]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI, AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Beach	TUESDAY, 2nd Apr., at 11 A.M.
"HAITANG"	Capt. J. W. Evans	FRIDAY, 5th Apr., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 9th Apr., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	(MONDAY, 1st Apr., at 1 P.M.
		(SUNDAY, 7th Apr., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAURA & Co.,

GENERAL MANAGERS.

Hongkong, 30th March, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers!

CHIYO MARU, SHINYO MARU, TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers— BUOY MARU, HONGKONG MARU and KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE.

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 9th April, NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 23rd May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.

SOUTH AMERICA LINE.

STEAMER	TONS	DATE OF SAILING.
BUOY MARU	10,500	TUESDAY, 9th APRIL, NOON.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 10th April, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila

From Hongkong, Shanghai and Keelung

From Nagasaki, Moji, Kobe and Yokohama

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco

G. \$130.00

G. \$110.00

G. \$95.00

G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated amidships. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Fur and Fur. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

STEAMERS

LEAVING

TAMSUI via SWATOW and AMOI

"DAIJIN MARU"

SUNDAY, 31st Mar., at Noon.

ANPING via SWATOW and AMOI

"SOSHU MARU"

WEDNESDAY, 3rd April, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

772-778

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KAGA MARU	7,000	WEDNESDAY, 10th April, at Daylight.
	ATSUTA MARU	9,000	WEDNESDAY, 24th April, at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	SANUKI MARU	7,000	TUESDAY, 9th April, at Noon.
	AWA MARU	7,000	TUESDAY, 23rd April, at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	6,000	FRIDAY, 12th April, at Noon.
	YAWATA MARU	6,000	FRIDAY, 10th May, at Noon.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU	5,000	WEDNESDAY, 3rd April.
KOBÉ and YOKOHAMA	MIYAZAKI MARU	9,000	THURSDAY, 11th April, at 11 A.M.
NAGASAKI, KOBÉ and YOKOHAMA	YAWATA MARU	5,000	WEDNESDAY, 10th April, at Noon.
SHANGHAI, MOJI, KOBÉ and YOKKAICHI	HAKATA MARU	6,000	WEDNESDAY, 10th April.
SHANGHAI and KOBÉ	TENSHIN MARU	4,000	MONDAY, 8th April.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

BETWEEN KOBÉ & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBÉ TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"MIKE MARU," 4,000 tons, Capt. K. Kikawa, On 12th April.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
KAGA MARU	7,000	G. Tabusa	April 10th
ATSUTA MARU	9,000	Wm. Thompson	April 24th
MIYAZAKI	9,000	T. Yamawaki	May 8th
KITANO	9,000	T. Mural	May 22nd
		F. E. Cope	June 5th

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
SANUKI MARU	7,000	Ishikawa	April 9th
AWA	7,000	T. Irizawa	April 23rd
SADO	7,000	K. Asakawa	May 7th
YOKOHAMA	7,000		May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

[12-1]-41

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS		Leave	Connecting Steamers	Due	Due	
to		HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH	
COLOMBO			MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DEVANHA	8000	March 30	MOLDAVIA.....	11000	April 27	May 3
DELTA	8000	April 13	MALJOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA.....	10000	May 25	May 31
ORIENTAL	5284	May 11	MALWA	11000	June 8	June 14
DEVANHA	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA.....	10500	July 6	July 12
ARCADIA	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

1st SALOON £7.10 SINGLE £10.14 RETURN. 2nd £4.8 £7.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
Tonnage	about	about
NUBIA	6000	April 3
SUMATRA	5000	April 17
NAMUR	5000	May 1
FALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NOR	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

1st SALOON £5.0 SINGLE £8.10 RETURN. 2nd £3.10 £5.74

For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT

1036

TEPLITZ WATER

A most delicious TABLE-WATER

\$18 PER CASE OF 100 PINTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 29th March, 1912.

SCHWABINGER BEER.

GENUINE MUNICH BEER.

JUST TRY IT

AT THE

GRAND HOTEL'S BAR!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 29th March, 1912.

Hoehl Extra Dry

gout americain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 29th March, 1912.

POST OFFICE NOTICE

* * * The Parcel Post system to the following places in China is for the present suspended: Hupoh, Hunan and Tchengyueh.

The *Devanha*, with the Siberian Mail, is due to arrive here to-day.The *Empress of India*, with the Canadian Mail, left Shanghai on Wednesday, the 27th inst., at 4 p.m., and may be expected here to-day.

FOR	PER	DATE
Hollow, Pakhoi and Haiphong	Carl Diederichsen	Saturday, 30th, 9.00 A.M.
Shanghai, Moji, Nagasaki, Kobe, Yokohama, Victoria and Tacoma	Canada Maru	Saturday, 30th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		
Shanghai, Yokohama and Kobe	China	Saturday, 30th, 10.00 A.M.
Singapore, Penang, and Rangoon	Pazika	Saturday, 30th, 10.00 A.M.
Hollow	Pongtong	Saturday, 30th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN		
Late Letters 11.00 A.M. to Noon		
Extra Postage 10 cents		
(Supplementary mail on board up to the time fixed for departure of the mail)		
Extra Postage 10 cents		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Batavia, Cheribon, Samarang and Sourabaya	Typanas	Saturday, 30th, Noon
Manila, Cebu and Iloilo	Loongang	Saturday, 30th, 1.00 P.M.
Macao	Sui Tai	Saturday, 30th, 1.15 P.M.
Kobe and Yokohama	Tsukiyong	Saturday, 30th, 2.00 P.M.
Canton, Chefoo and Newchwang	Kukiang	Saturday, 30th, 3.00 P.M.
Swatow and Del	Singai	Saturday, 30th, 5.00 P.M.
Tientsin	Cheongshing	Saturday, 30th, 5.00 P.M.
Swatow, Ningpo and Shanghai	Yokang	Saturday, 30th, 5.00 P.M.
Shanghai, Kobe and Moji	Namsang	Saturday, 30th, 5.00 P.M.
Shanghai	Anhui	Saturday, 30th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE		
Swatow, Amoy and Tientsin	Daijin Maru	Sunday, 31st, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Sunday, 31st, 9.00 A.M.
Singapore and Colombo	Oriental	Sunday, 31st, 9.00 A.M.
Saigon	Tolmachus	Sunday, 31st, 9.00 A.M.
Singapore, Penang and Calcutta	Fookang	Monday, 1st, 11.00 A.M.
Swatow	Sui Tai	Monday, 1st, Noon
Macao	Huichow	Monday, 1st, 1.15 P.M.
Amoy, Weihaiwei and Tientsin	Zafro	Monday, 1st, 3.00 P.M.
Manila, Iloilo and Cebu	Multra	Monday, 1st, 3.00 P.M.
Yokohama and Kobe	Hangang	Tuesday, 2nd, 10.00 A.M.
Shanghai	Haitan	Tuesday, 2nd, 10.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 2nd, 10.00 A.M.
Singapore, Penang and Calcutta	Lightning	Tuesday, 2nd, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA, HONOLULU and SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)

MANILA, CEBU, ILOILO, EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Macao, Manila, Cebu and Iloilo, Sydney and Melbourne, Swatow, Amoy and Foochow, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle

SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow

COMMERCIAL

CLOSING QUOTATIONS.

March 29th.

ON LONDON	
Telegraphic Transfer	1111
Bank Bills, on demand	1111
Bank Bills, at 30 days' sight	1111
Bank Bills, at 4 months' sight	1111
Credit, at 4 months' sight	1111
Documentary Bills, at 4 months' sight	1111
ON PARIS	
Bank Bills, on demand	244
Credit, at 4 months' sight	244
ON GERMANY	
On demand	198
ON NEW YORK	
Bank Bills, on demand	47
Credit, at 60 days' sight	46
ON BOMBAY	
Telegraphic Transfer	1433
Bank, on demand	144
ON CALCUTTA	
Telegraphic Transfer	1433
Bank, on demand	144
ON SHANGHAI	
Bank, at sight	723
Private, 30 days' sight	733
ON YOKOHAMA	
On demand	94
ON MANILA	
On demand	95
ON SINGAPORE	
On demand	923
ON BATAVIA	
On demand	116
ON HONGKONG	
On demand	37, p.m.
ON SINGAPORE	
On demand	30
ON BANGKOK	
On demand	30
ON SOERABAYA	
Bank's Buying Rate	510.30
GOLD LEAF, 100 fine, per leaf	154.10
BANK STIVER, per 100	264

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10	\$7.53 discount
Hongkong	20	\$7.56
Hongkong	10	\$7.98
Hongkong	10	\$7.25

MAILS VIA SIBERIA

Date	Due
March 9th	Shanghai
March 13th	March 26th
	March 26th

SHARE LIST—QUOTATIONS, HONGKONG, MARCH 29TH, 1912.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS CASE
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$855, sellers
China Borneo Company, Limited	60,000	\$12	all	\$1.20, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.20, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$1.20, buyers
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 51
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sales
Dairy Farm Company, Limited	40,000	\$72	all	\$21, sales
DOCK AND WHARVES—				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$57
Hongkong & Wharves & G. Co., Ltd.	50,000	\$50	all	\$43, buyers
New Amoy Dock Co., Limited	10,000	\$62	all	\$64, x. div.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 55
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 87
Green Island Cement Co., Limited	400,000	\$10	all	\$4.50
Hongkong Electric Co., Limited	60,000	\$10	all	\$22, sales
Hongkong Hotel Company, Limited	12,000	\$50	all	\$106
Manila Metropole Hotel Limited	8,000	\$25	all	\$27
Hongkong Ice Company, Limited	15,000	\$25	all	\$20
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	all	\$17
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$3, sal. & buy.
INSURANCES—				
China Insurance Office Co., Limited	10,000	\$250	\$50	\$200, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125, buyers
China Traders Insurance Co., Limited	24,000	\$53.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$332, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 150
Union Insurance Society, Limited	12,400	\$250	\$100	\$860
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$210, Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$63, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 85
West Point Building Co., Limited	12,500	\$50	all	\$54, sales
Matschuppi Lot, 21,000, Bouchon	25,000	Gds. 10	all	Tls. 75, sellers
LANDBOUR EXPLOITATION IN LANGKAT				
MINING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	37/
Trough Mines, Limited	160,000	\$1	all	73/6, buyers
Heavwood Tin and Rubber Estate, Ltd.	715,280	2/-	all	5/3, sellers
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$124, buyers
Philippine Co., Limited	50,000	\$10	all	\$14, buyers
REFINING—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$103, x. div., bu.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$30, buyers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$113, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$26, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$74, L don.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$5, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$5, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$5
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$5
Wine, Limited	10,000	\$10	all	\$5
A. S. Watson & Co., Limited	90,000	\$10	all	\$15, buyers
Weismann, Limited	3,000	\$10	all	\$12, buyers
Gande Price & Co., Ltd.	30,000	\$10	all	\$374
Societe des Papiers et Papeteries du Tonkin	13,200	\$50	all	\$10
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$100
Union Waterboat Co., Limited	100 shares	\$10	all	\$72

RUBBER—	Daily Wire	5.00 per lb., sellers
Para Rubber in London		
Loans	Amount	Value
Chinese Imperial 1886	Tls. 767,200	Tls. 250 7/8 p. annum Par.

TO-NIGHT
9.15 P.M.—Bandmann Opera Co., at the Theatre Royal "The Ballerina Princess."

FORTHCOMING EVENTS
Tuesday, 2nd April—General Meeting of Hongkong Gun Club, 5.30 P.M.
Tuesday, 9th April—Auction of Crown Land at Tai Hang, by Public Works Dept., 3 P.M.
Tuesday, 9th April—Auction of Crown Land near Kowloon Inland Lot No. 1157, by Public Works Dept., 3 P.M.

ON SALE
HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.
REVISED BY THE MEMBERS.
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Hongkong, 6th March, 1912.

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